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347 • May 2002
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TakingItEasy

Weirdo of the Month: A transgender-hopeful guy told reporters that he planned to store some of his sperm **before he changes sexes** so that, with the use of a surrogate womb, he could eventually be both the father and the mother of a child. Hey, we don't make this crap up.

Two state troopers got in hot water for receiving complete $60 prostitution services while working undercover even though **policy prevents such sex acts**—now get this—"except in a lifesaving situation or where officer's lives are at stake." (My mind is still trying to work its way around that one.)

A guy shot his former girlfriend to death on her wedding day, but he said the jury should sympathize with him because he couldn't help himself. It seems that he heard she was **getting hitched** just three days after last having sex with her. A psychiatrist testified this was "acute adjustment disorder." (It seems there's a name for everything these days.) But the jury didn't buy it and sentenced him to 30 years in prison.

I'll just bet you didn't know that there's a law in Oregon that prevents **dead people** from serving on a jury. Hmm. Good law.

A very fat woman sat on a guy in an attempt to persuade him to **pay for the sex act** he had allegedly purchased from her. But she sat too long and he died.

He was flying to Birmingham, Alabama. By the time the plane reached its destination, he had fallen asleep. The crew didn't notice him, closed up the plane and went home. He filed a suit **against the airline** because he said that when he woke up, it was pitch black, and he thought for a few seconds that he was dead. (I think he deserves a few bucks for the "anguish," don't you?)

I have personally seen examples of this. A woman passed her driver's license renewal eye test despite the fact that she was so **severely vision-impaired** that her nurse had to drive her around. The woman said she had 75% blockage in one eye, 25 percent in the other, and saw spots in the middle of road signs. But she bet the nurse that clerks would renew her license anyway—and they did! (A state transportation official said, "We're only human.")

Port of Oakland, California, commissioners ordered a full inquiry in October on why 1,000 secure area-access **badges to the airport** were missing. But the FAA had come down hard on the airport because 1,000 badges were too many. Regulations permit that airport (Oakland) to have only 500 unaccounted-for access badges.

When people dialed 911 during the summer in northern California and were placed on hold for the next available operator, did they hear the traditional calming recorded messages of reassurance? N-o-o-o. The often-panicked callers had to listen to tapes of either **energy-saving tips** or job recruiting notices for the California Highway Patrol. The calming messages were finally returned only after the messages were publicized in a newspaper.

Now here's a strange invention. A Swiss inventor had a solution to the boring dinner party in which unfortunate guests are seated next to uninteresting people. He invented a 12- to 24-seat dining room table whose chairs keep moving so that you couldn't spend more than 10 minutes trapped next to the same person. Chairs (and a wooden tray containing your food) move at **3 inches per minute.** (They vary in price from about $29,000 to about $44,000.)

Here's another goofy idea. A shopping center in Scotland announced in November that it would offer the female shopper **temporary boyfriends/husbands** on loan (for the holiday buying season) so that she would have someone to browse with if her own mate didn't like the shopping experience. The Shopping Boyfriend is the ultimate retail therapist: enthusiastic, attentive, admiring and complimentary: and will "even say her bum looks small."

You may have seen this in the news but if not, it deserves a mention. The Pentagon was dropping food packages in Afghanistan—that were colored yellow. But they were also dropping **yellow packages of cluster bombs,** and along with the bombs and food, they dropped fliers that explained that the square yellow packages were food and the cylindrical yellow packages were bombs, urging people to open the former but avoid the latter. Someone in the Pentagon finally woke up after a news story appeared, and they decided to change the color of the food packages to blue.

Postal workers seem to stay in the news. A postal worker who had been fired splattered former colleagues with a mixture of worms and **porcupine feces** as revenge. I wonder how long it took him to dream up such a tasty concoction.

It has been said that for every mile you jog, you add one minute to your life, and this enables you, at the age of 85, to spend an additional five months in a nursing home at $5,000 a month. Here are some quotes on more reasons not to exercise: "I don't jog. It makes the ice jump right out of my vodka tonic." **"I'm in shape. Round is a shape."** "If God had wanted us to bend over, he would have put diamonds on the floor." "My mother started walking five miles a day when she was 60. She's 97 now and we have no idea where she is."

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 347 • MAY 2002

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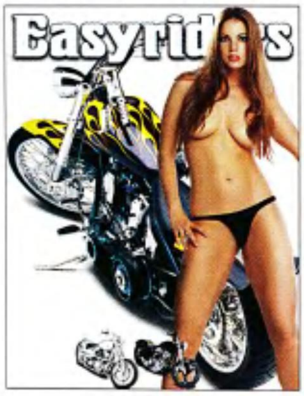

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Naughty Nita shot by Steve Gunn. Jesse Martinez' panhead by Michael Lichter; Russ Tom's Streetfighters by Bruce Carroll. Special imaging by Bryan Ferguson.

The next liver-quiverin' issue goes on sale April 30th, 2002. **Printed in the USA.**

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WordMonger

What's Going On?

What the fuck is going on in our courthouses. I just read the "Ban All the Lawyers" article in the January 2002 issue, and I'm disgusted and pissed.

A native Texan was awarded $78,000 because she broke her ankle by tripping over her own kid in a furniture store. Give me a break! A Pennsylvania man won over $500,000 after robbing a house and being locked in the garage for eight days with only a case of Pepsi and a bag of dog food to live on. Someone please help me out here! What the fuck is going on in our society? What happened to common sense and the days when you were held accountable for your own actions? I'm afraid to say it but those days are few and far between. What will happen next? We're getting fucked over because of some dumb shit out there who obviously was born with no brain or the sense of right and wrong.

I hope all of you understand what I'm babbling on about here. I'm tired of hearing about shit like this and want to help put a stop to it. If anyone out there can help us all here, speak up. I know there are many of you who feel the same way I do. Well, let's not just sit on our asses—get up and voice your opinion. That we can do, thanks to our Constitution. Help me put a stop to this bullshit. Send your suggestions my way.

Wayne D. Case
(casewd@roosevelt.navy.mil)

Canadian Bros

Here is a photo (seen below) of two people I met last year in Sturgis. They came to S.D. from British Columbia for the rally.

He is the Canadian equal to our Navy Seals, and she has done just about everything. Would love to see their photo in your mag.

Bruce
Defiance, Ohio

Special Defects?

I got a big laugh out of the picture on Page 129 of your March 2002 issue (No. 345). It shows two guys on choppers riding down the road. The only thing is, their bikes don't have any engines in them. Looks like Paul Yaffe and his team have a pretty good sense of humor about their chopper kits. How the heck did they do that picture? I guess you can create just about anything with special effects and computers these days. Anyway, thanks for the big laugh, and where might I purchase one of those super slick chopper kits?

Randy Johnson
Santa Barbara, California

Paul tells us that there were no special effects just a good push down the street by hired hands. You can get your own Yaffe Chopper Chassis Kit by calling Paul Yaffe Originals at 602-840-4205, or check out their updated Web site by pointing and clicking on their Web site: www.paulyaffeoriginals.com.

Redwood Run Complaint

Regarding your Feb. article on the "Redwood Run," were you really there? Or did you bunk in your motor home?

Your article made it sound really great, but you failed to mention the shortage of toilets. When you could finally get in one, the crap was piled higher than the seat from lack of being serviced.

Next time you review an event, tell us about all the good and not-so-good. It would help us make an informed choice as to whether or not we want to participate.

Stan Burnell
Yreka, California

Yes, our photographer/writer couple Stan and Natalie Miles were indeed at the Redwood Run. Apparently they didn't have any potty problems. Either that or they were partying so hard that they failed to use toilets all together.

Boiling Blood

I usually get a lot of amusement from reading "Wordmonger." But when I read the letter from "Buddah" from Weaver, Alabama, titled "A Complaint" (Feb. '02 issue), it got my blood boiling and I couldn't restrain myself.

I have personal experience with half-wits like "Buddah". I've worked for an independent shop for years. There is also a H-D dealer blocks from our shop, and we enjoy a very good working relationship.

Usually when a disgruntled customer finds his/her way to our shop after an unpleasant encounter with the "dealer," we try to work with the customer to resolve the problem. Most of the time we find that the customer has caused the "problem" due to his/her riding habits, general attitude or unreal expectations of the warranty. I can't count all the engine smoking or oil consumption problems we have repaired because the owner has not given the engine a proper "break-in," but since "Buddah" didn't detail his exact problem, it's impossible to diagnose what the hell is going on with his scoot.

The point I want to make is this: If you treat people like you want to be treated, you usually get positive results. I'll bet that dealership was glad to lose his business. There are plenty of others who will line up to take your place for the "real thing." Good luck trying to put together a "bike in a box" or a parts bike. It's not just picking out parts from a catalog and bolting them together. Also, if you think these kits are cheaper, there's a reason for it. The parts are NOT just as good as H-D parts. These kits don't include your labor, paint, and the extra upgrade pieces you'll want. The end result is that you'll have a bike that is nowhere near the same quality or as dependable as a stock Harley.

"Buddah" also mentioned that he bought a service manual. Well, the biggest problem with that is finding someone to read it for him.

The Cable Guy
Hollister, California

Wassup With Your Models?

My husband gets you magazine and I have a serious question. I don't mind that you litter you bike rag with half naked women, but why are they so damned ugly? I mean, where do you get these women, third rate strip clubs? Maybe you're just trying to make the rest of us girls feel better about themselves. I certainly think I look a lot better than the skanks you spread all over those bike features. Just my two cents worth, but how about prettier models.

Sandy Wilcox
Ashland, Oregon

We can't even get a cup of coffee with those two cents. If you're so damned hot let's see your picture in Fox Hunt!

A Long Wait

I've waited my whole life to see a flame job on a bike that I even kinda liked. Thank you for showing the "Fire" bike in the February issue. And Jessy Renaud, thank you for making me a happy man.

Lamb
Terre Haute, Indiana

Glad you're a happy man. The flames were by Canada's master painter, Fitto.

Two Quick Fixes

In the February 2002 issue of Easyriders *(No. 345) we forgot to mention the contact info for TP Engineering's 121-cubic-inch megamotor (Pg. 130). Those responsible have been severely flogged. Contact TP Engineering at 203-744-4960 or at: www.tpengineering.com.*

Our March issue (No. 346) offered a story on Page 27 in Easy News about last year's Easyriders Sweepstakes Winner. We goofed and said she won a super special 100 Anniversary Indian Chief with special paint and graphics in honor of Easyriders 30th Anniversary and Indian's 100th. Well, she won an Indian Chief all right but the special Anniversary model will go to this year's winner which was awarded at our Bike Show in Columbus, Ohio.

STREETF

RUSS TOM MIXES SOFTAILS WITH BUELLS

Take a look at the future. The two hybrid Harleys shown here are the first of the next big trend in motorcycling. In the last 10 years we have gone from high-dollar billet barges with Easter egg paint schemes, to modern choppers that combine classic bad-boy looks with the latest technology. Now choppers will always be cool, but the Softail/Buell Streetfighters you're drooling over here are the shape of things to come.

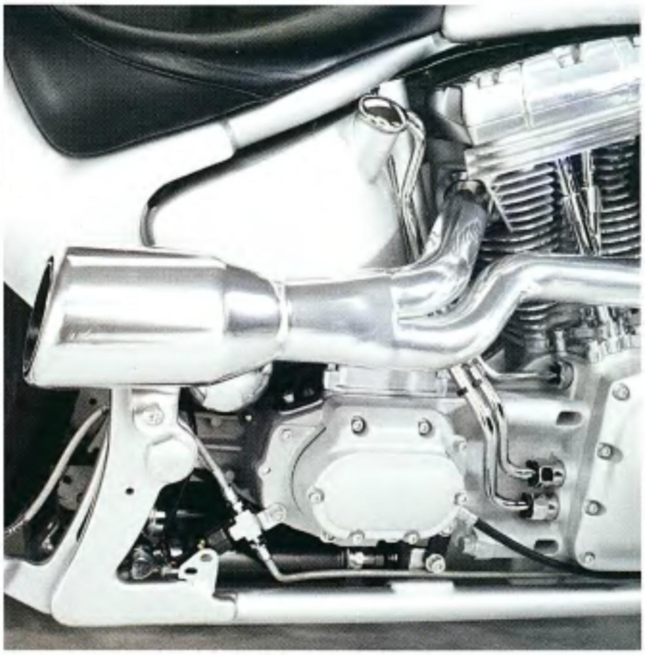
IGHTERS

Naturally, these clean creations are the work of Russ Tom and Brian Mitchell of Downtown Harley-Davidson/Buell in Seattle. These two master bike builders define the cutting edge of the custom world. When the industry zigs, Russ usually zags with dramatic effect. Let's take a look at the logic behind these lethal yet lovely Softails. Today's new rider is drawn to speed and functionality (that's why Harley created the V-Rod).

The result is a marriage between an FXST Softail and a Buell, tastefully picking the best parts from both to design a clean but nasty road burner that will turn heads and take pink slips at the local drags. Much like a stiletto switchblade, these bikes are elegant standing still but devastating when used effectively.

We think that we'll be seeing an influx of Streetfighter bikes designed by talented builders in the near future, from down and dirty Mad Max-type hybrid bikes, to the classy and clean styles Russ is known for. Russ has been playing around with Buells for awhile and you could say that one thing led to another. He wanted good looks and good performance when designing these "street bikes with teeth." The results are anything but ordinary, birthing a new class of custom whose daddy was a road racer and whose momma was a comfy Softail.

Brian told us that the Streetfighters began with a bike for one of DH-D's



employees whose wife rode a sexy little black rigid, but the bike was a little too hard on her back. "Scott Cook wanted a new bike for his wife that was still fast but a little softer ride offering the reliable Harley Twin Cam B motor," Brian remembers. "In fact, when the silver bike was finished Russ thought the bike was so cool, he wanted one for himself."

For Russ' black and orange Streetfighter the DH-D team pulled out all the stops using the finest performance products from Baisley Performance and Wood's Racing. "Russ' bike is all motor," Brian laughs. "The 95-cubic-inch motor gets you there quick."

Speaking of quick, keep your eyes peeled for the incredible DH-D custom V-Rod (sporting a 250 rear tire), coming soon right here in *Easyriders*. Meanwhile, if you wanna go fast and look good doing it, give Russ or Brian a call at Downtown Harley at: 206-243-5000.

—Phantom Dave

Black Bike

Owner: ....Russ Tom
City: ....Seattle

General

Fabrication: ....Downtown Harley-Davidson
Year/make: 2001/H-D
Model: ....FXST
Assembly: ....DH-D
Time: ....6 months
Chroming: ....none

Engine

Year: 2001
Rebuilder:........................DH-D
Displacement: ....95 cubic inches
Cam: ....Woods
Carb:............................Mikuni
Pipes: ....DH-D

Transmission

Year/Make: 2001/H-D

Painting

Molding: ....Odds on Display
Painter: ....Bill & Joe
Color: ....black
Type: ....Ditzler
Special paint: ....H-D orange

Frame

Year/Make: 2001/H-D
Type: ....Softail
Rake:.......................37 degrees
Stretch: ....2 inches
Shocks: ....H-D

Accessories

Handlebars:......................Buell
Risers: ....Buell
Handlebar controls: ....Buell
Fenders: ....DH-D/Buell

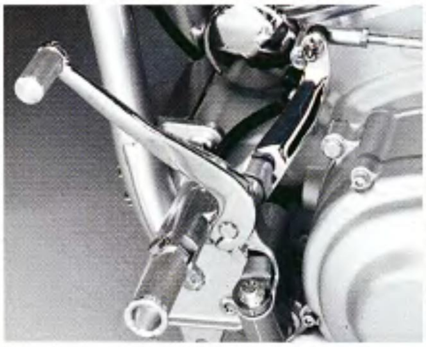
Headlight: ....Buell
Taillight: ....Lucas
Speedo: ....none
Pegs: ....H-D
Foot controls:..................DH-D
Gas tank: ....DH-D
Oil tank: ....DH-D
Seat: ....Rich's
Mirrors: ....none
Grips: ....Buell

Front end

Type:............................inverted
Builder:..........................Showa

Wheels

Make: ....Buell
Size: 17-inch
Tires: ....Avon
Brakes:..................Braking/ISR
Photos: ....Bruce Carroll



Silver Bike

Owner: ....Downtown Harley-Davidson
City:..............................Seattle

General

Fabrication: ....Downtown Harley-Davidson
Year/make: 2001/H-D
Model: ....FXST
Assembly: ....DH-D
Time: ....2 months
Chroming: ....Performance Coatings

Engine

Year: 2001
Rebuilder: ....DH-D
Displacement: 88 cubic inches
Cam:.................................H-D
Carb: ....H-D
Pipes:.............................DH-D

Transmission

Year/Make: 2001/H-D

Painting

Molding: ....Bill & Joe
Painter: ....Bill & Joe
Color: ....silver
Type: ....DuPont

Frame

Year/Make: 2001/H-D
Type: ....Softail
Rake: ....32 degrees
Stretch: ....2 inches
Shocks: ....H-D

Accessories

Handlebars: ....K&N
Risers:..............................Buell
Handlebar controls:....Imagora
Fenders:.........................DH-D

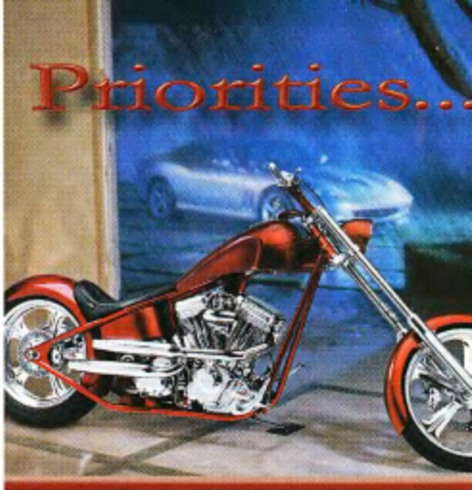
Headlight:.........................H-D
Taillight: ....Donnie Smith
Speedo: ....none
Pegs:..............................Stortz
Foot controls:....................H-D
Gas tank: ....DH-D
Oil tank: ....DH-D
Seat: ....Rich's
Mirrors: Performance Machine
Grips:..........................Reudual

Front end

Type: ....inverted
Builder: ....Buell

Wheels

Make: ....Buell
Size: 17-inch
Tires: ....Dunlop
Brakes:......................Buell/ISR
Photos: ....Bruce Carroll



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SIGNATURE ______________________
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PLEASE PRINT CLEARLY

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CITY/STATE ______________________ ZIP ________

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Quick Order **#23578-13-001**

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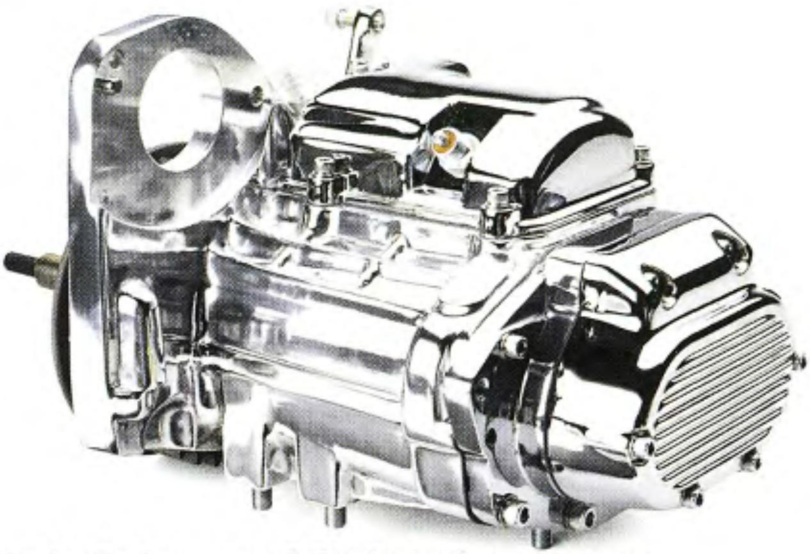
www.franklinmint.com
AOL Keyword: Franklin Mint

PartsBox



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This nosecone-style ignition module is an upgrade from the non-adjustable stock OEM unit with advanced electronics set into a machined billet aluminum housing. Four rotary switches are used to set the operating modes, adjust the timing advance, and select the rpm limit. A special feature allows the use of the tachometer for a link to a laptop PC. Call 800-811-8904 for a Chrome Specialties dealer, or go to www.chromespecialties.com

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Spyke Inc, 11258 Regentview Avenue, Downey, CA 90241. Phone 562-869-9333, fax 562-869-9323; Web site www.spykeinc.com

BDL's New 8mm "Super Street" Clutch

The all-new Super Street clutch for 3-inch, 8mm BDL drives includes an all-new billet clutch basket with a new hub made from 7075 aluminum for superior strength. The newly designed clutch pack includes nine friction plates and 11 steel plates for a quieter more responsive clutch action. The new pressure plate includes nine springs for unrelenting clutch pressure. For a limited time BDL will take your existing 3-inch basket and clutch in on trade for the Super Street upgrade, 5-speed units only.

Contact BDL for details by calling 714-685-3333.

Complete Drivetrains

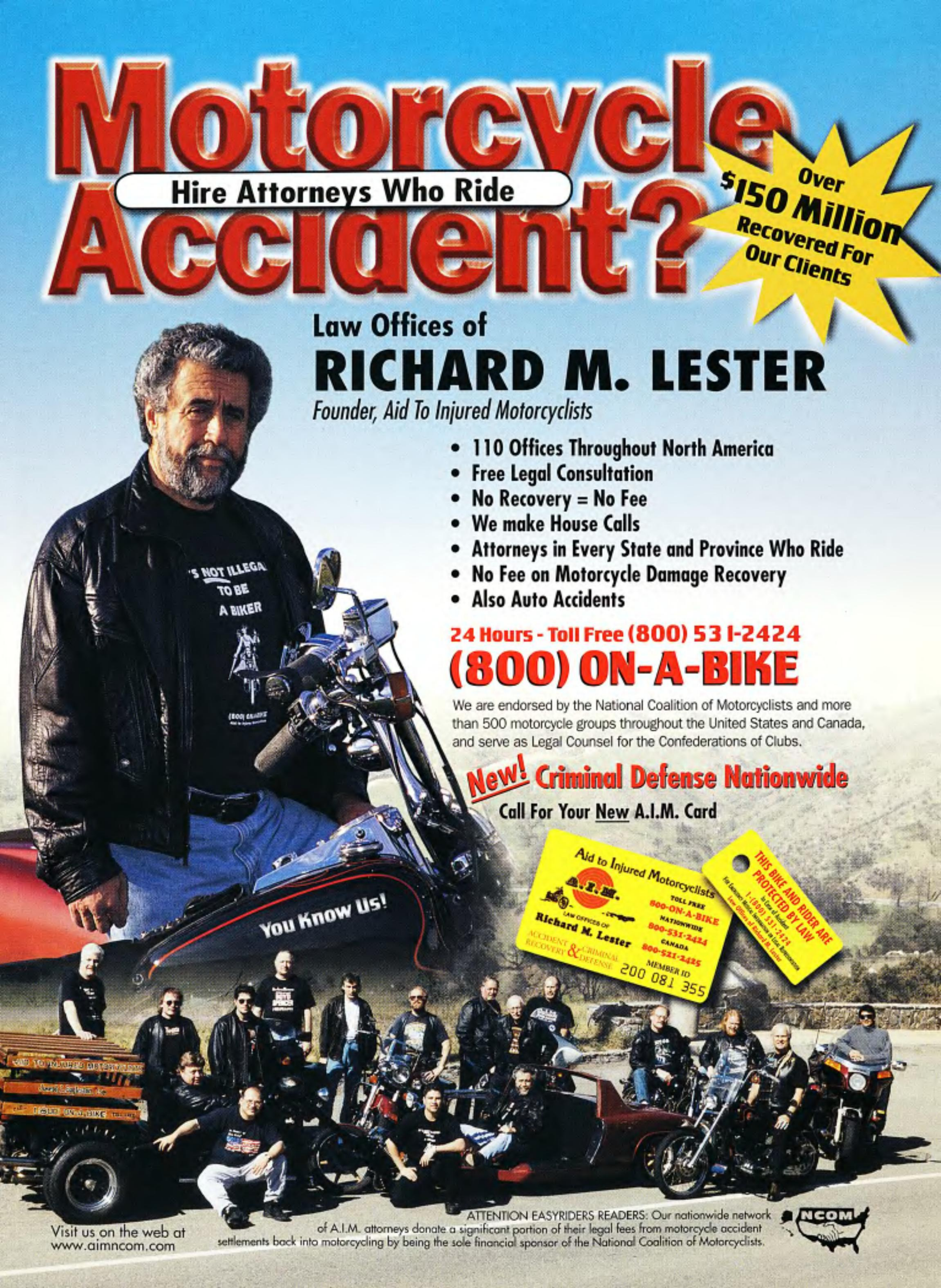
Custom Chrome offers a complete drivetrain for Softail models. It includes everything from 88- to 100-inch engines, to your choice of 5- or 6-speed trans, along with all hardware. Only the finest parts have been selected, making it an easy proposition for replacing an existing drivetrain and custom applications. Each kit includes: a RevTech chain-drive primary kit with Kevlar clutch, polished or black powdercoated high-torque starter, jackshaft, heavy-duty alternator rotor, stator, all mounting hardware, seals, bushings and gaskets.

Contact Custom Chrome at 408-778-0500 or log on to Customchrome.com

Drag Specialties' Elite 41mm Narrow Glide Conversion Kit

Designed to look fat and skinny at the same time, this kit includes chrome upper and lower triple trees, stem and stem nut, fork stops, axle, axle spacers and fender spacers. It is designed for use with '84-'99 FXST 41mm fork leg assemblies and an '84-'99 narrow glide 19-inch or 21-inch wheel assemblies with aluminum hub and front fender. Kit accepts an OEM 11.5-inch rotor and caliper; custom brakes may cause interference with laced wheels. Measures 4 15/16 inches between fender mounts. Made in the USA.

For more information, contact your local Drag Specialties sales rep.



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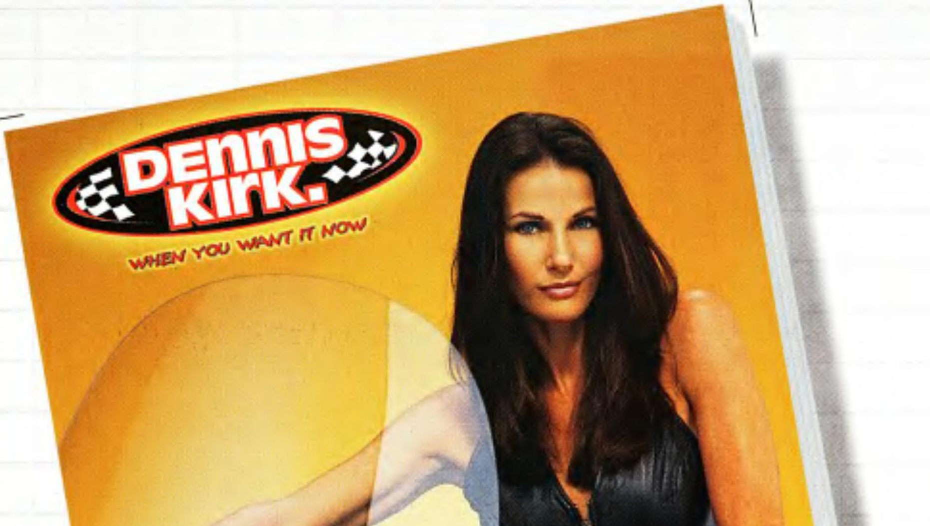

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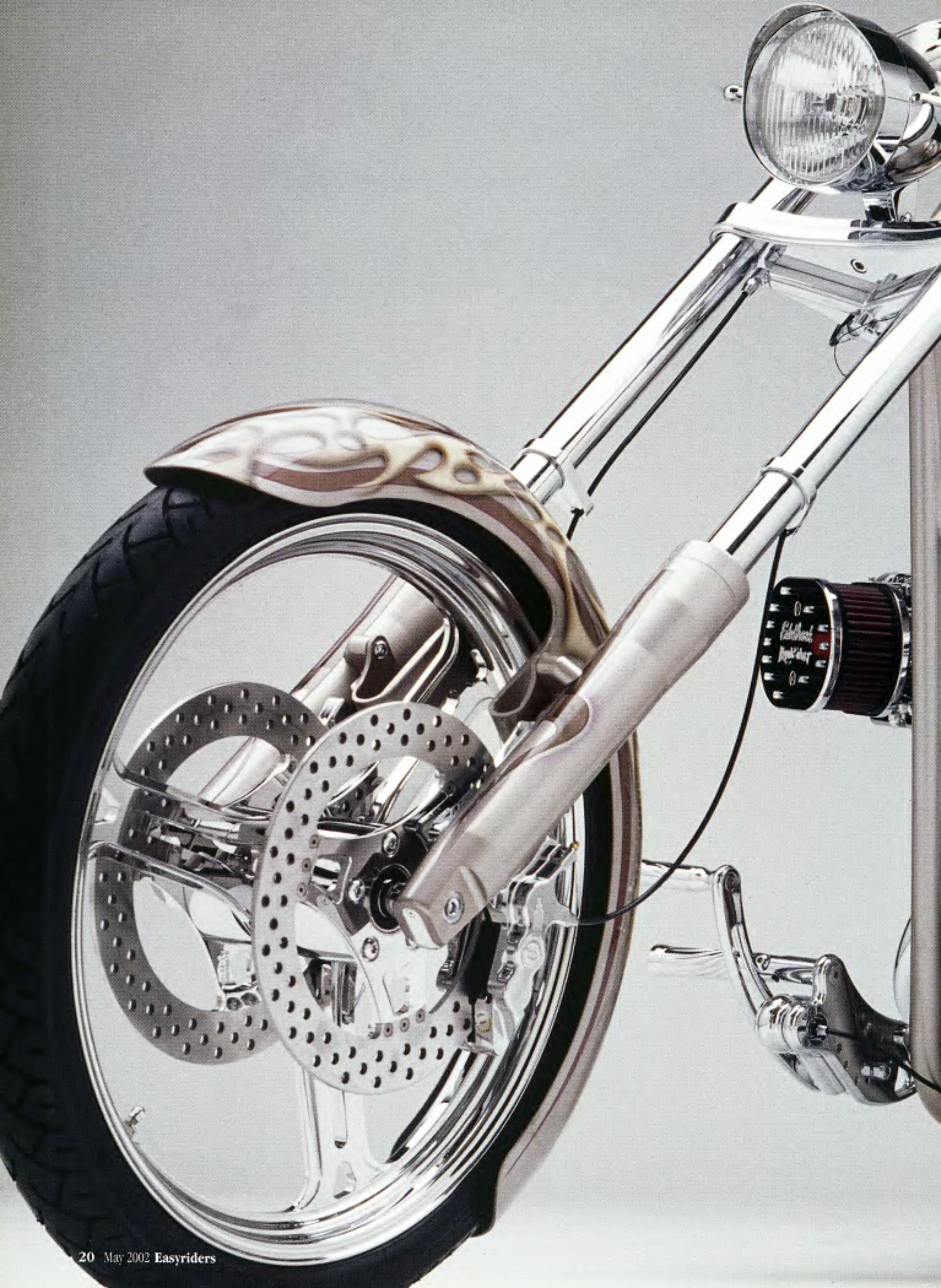
Southern Fried Symmetry

THIS CHOP AIN'T NO DANG SOFTAIL

Jerry Stephenson has always wanted a long and low barhoppin' chopper with a rigid frame. Who wouldn't? Nothing compares to the nastiness of a hardtail and Jerry worked long and hard to get his very own. If wanting a bike like this makes you crazy, then have my straightjacket pressed, and get me a reservation at the rubber-room hotel.

Jerry has practically made a career out of bike shows and usually follows the Easyriders Bike Show tour for four or five stops each year. His primary vocation is running his own framing contracting business, Outback Construction in Wake Forest, North Carolina, which produced the green to feed this wild rigid project.

The symmetrical, Southern-fried sled before you would not have been possible without the support of William Irby



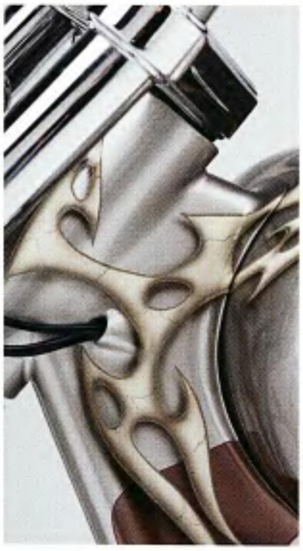
Newton, the namesake of W.I.N. Custom Cycles. Jerry and William are partners, and what has kept the drive alive is that bike building is not a full-time gig for either one of them. William has over 20-years experience in industrial maintenance and, among other things, is an expert machinist. The special, one-off parts on Jerry's putt are evidence of his expertise.

There is a lot to see here but there's also a lot going on that you don't see. You can't ignore the 9-foot-2-inch wheelbase and the gorgeous TP Engineering Pro-series 113-inch motor, but you can't see all of the flow work that Jerry Fowler did to the heads to get the crank churning out 118 horses and 125 foot-pounds of torque. You can see the awesome graphics from Auggie's Art in Raleigh, North Carolina, but few folks know that Jerry picked out colors and told Auggie to do something with tribal flames, so he just went with it and turned out this fine art in only three weeks.

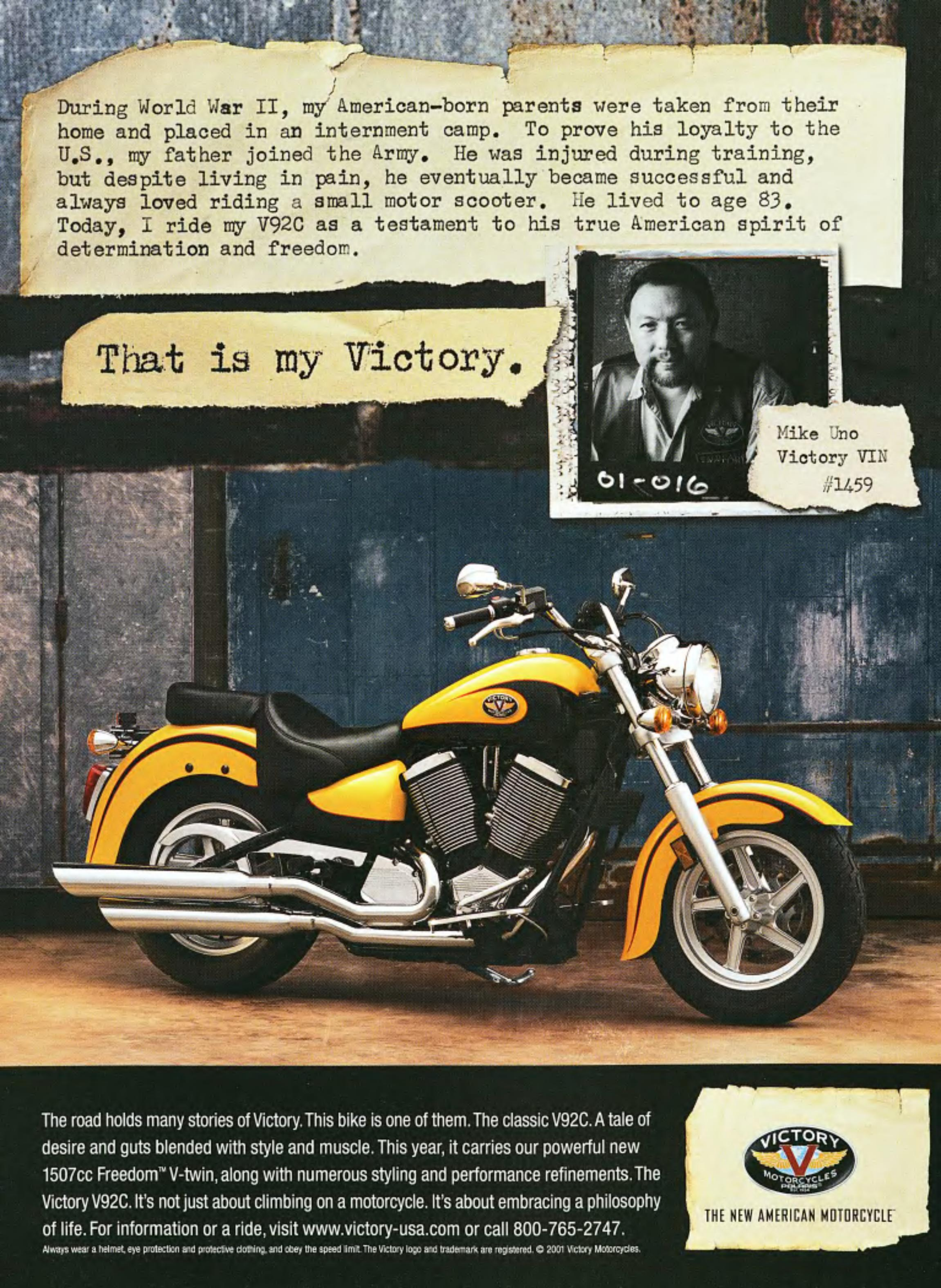
Maybe you noticed some parts on Jerry's bike that you have on your bike, but there is no way you could have guessed that it took 30 hours to finish those incredible handlebars, or imagine the engineering that went into the chain tunnel and custom molding.

To start with, a fender was matched up to fit between the rear wheel and frame. Everything sort of flowed from there. The Performance Machine drive-side brake was one of the first sprocket brakes that PM offered. Jerry's advice to other bike builders is to get your parts really ready and polished before sending them out for chrome. They always look better that way and there are less surprises when you get them back.

Sometimes people will tell Jerry that this bike had to come out of California. He loves to hear the sound of their balls drop when he explains that it was all done by a couple of good ol' country boys from Wake Forest. *—Jeff Moore*



Owner: ....Jerry and Sandy Stephenson
City: ..Wake Forest, North Carolina
General
Fabrication: ....Jerry Stephenson/W.I.N. Custom Cycles
Year/make: ....2001/Special Construction
Model: ....rigid chopper
Assembly: Jerry Stephenson/W.I.N. Custom Cycles
Time:................................5 months
Chroming:........Spacecoast Plating
Engine
Year:............2001 TP Engineering - Pro Series
Rebuilder:....................Jerry Fowler
Displacement:......113 cubic inches
Cam: ....Crane .600 lift
Carb:..........Edelbrock 40mm duals
Pipes: ......Jammer Siamese Drags
Transmission
Year/make: ....2001/ Baker 6-speed
Painting
Molding: ....Auggie's Art
Painter: ....Auggie
Color: ....champagne
Type: ....House of Kolor
Special Paint: ....tribal flames
Frame
Year/make:..2001/RC Components
Type: ....rigid
Rake: ....46 degrees
Stretch: ..4 inches up, 3 inches out
Accessories
Handlebars: W.I.N. Custom Cycles
Risers:..........W.I.N. Custom Cycles
Handlebar controls:....Performance Machine
Fenders:..D&D front/W.I.N. Custom Cycles rear
Headlight:......................Headwinds
Taillight:......Paul Yaffe, modified by W.I.N.
Pegs: ....Arlen Ness
Foot controls: ....Arlen Ness
Gas tank: D&D, modified by W.I.N.
Oil tank: ......W.I.N. Custom Cycles
Seat: ....Old Stable Upholstery
Grips: ....Arlen Ness
Front end
Type: ..41mm wide, 10 inches over
Builder: ....RC Components
Wheels
Make: ....Performance Machine
Size: 21 x 2.125 front/18 x 8.5 rear
Tires: ....Metzeler
Brakes: ....Performance Machine
Special Features: Internal throttle, wiring, and plumbing. One-off bars, battery box, rear fender, and molding
Photos: ....Michael Lichter


During World War II, my American-born parents were taken from their home and placed in an internment camp. To prove his loyalty to the U.S., my father joined the Army. He was injured during training, but despite living in pain, he eventually became successful and always loved riding a small motor scooter. He lived to age 83. Today, I ride my V92C as a testament to his true American spirit of determination and freedom.
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01-016
Mike Uno
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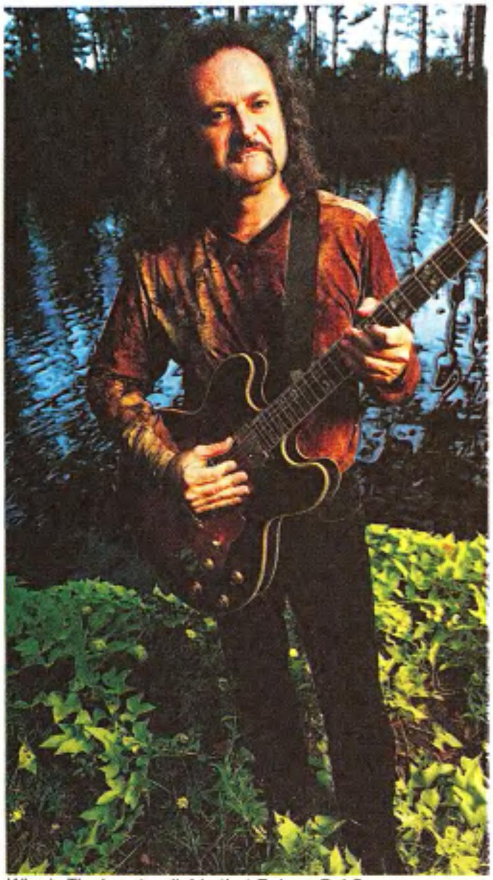
On Tour With Easyriders

COME HELL OR HIGH WATER, ITS ELLIS AGAIN



Why is Tinsley standin' in that Poison Oak?

Photo: courtesy Telarc Records

Here comes *Hell Or High Water*, the bluesy-rock sounds of Tinsley Ellis. You've heard his masterful guitar strummin' and full-bodied, earthy vocals along the Easyriders Bike Show tour and you've cheered him at Sturgis. Now you can enjoy his latest collection of gritty tunes via his recently released CD *Hell Or High Water* on the Telarc label.

"From the opening riff of the swampy title track, Ellis makes a clear and passionate statement about his roots in blues and rock—not to mention soul and R&B, thanks in large part to stirring backing vocals by Donna Hopkins," is the way Telarc tells it.

Ellis' sound and the rumble of big twins just seem to go together.

—Nomad

Heritage and History

Harley-Davidson Announces New Traveling Museum

Harley-Davidson is taking its history back on the road with an all-new Traveling Museum. "A Highway Through Time" will trace the history of Harley-Davidson with vintage motorcycles, clothing, and memorabilia.

"The heritage and history of Harley-Davidson is very important to us and to our riders," said Tom Bolfert, director of Harley-Davidson archives. "No other motorcycle company in the world can proudly boast of a heritage as long and storied as ours."

Scheduled to make its debut at Daytona Bike Week, March 4-10, the Traveling Museum will appear at many major motorcycle events throughout the year, including over 100 stops at Harley-Davidson dealerships throughout the country.

Bursting with artifacts and memorabilia sure to intrigue motorcycle enthusiasts of all ages, the Traveling Museum contains original vehicles dating back to 1913. Included in this year's tour is a 1920 Harley-Davidson bicycle and a rare 1920 Sport Model, featuring a 37-cubic-inch, fore and aft opposed twin cylinder engine. Absent from the show circuit in 2001, the previous Traveling Museum hosted over 3 million visitors during its 12-year run.

—Hawg Hound

Legal-ese

EPA Adopts California Emissions Standards

New street bikes sold nationwide will be required to meet strict emissions standards set by the state of California beginning in 2006 under rules being proposed by the federal Environmental Protection Agency.

While the EPA hasn't released its final proposal for public comment, a draft proposal obtained by the AMA shows the EPA wants to adopt a two-tier standard already approved in California on a delayed basis.

The first tier of the California standards will go into effect in 2004, with the second tier scheduled for 2008. The federal EPA is proposing to adopt the same standards but on a two-year delay, meaning Tier 1 would take effect in 2006 and Tier 2 in 2010.

Street bikes built before 2006 would be unaffected by the new regulations and would remain legal to ride. If adopted, the new federal emissions regulations are expected to result in an increased use of fuel injection and catalytic converters on new motorcycles.

Some current bikes already meet the strict 2008 standard with the use of an emissions control system that includes fuel injection and a three-way exhaust catalyzer to reduce emissions of hydrocarbons, nitrogen oxides and carbon monoxide.

The California standard gets tougher in 2008.

Meanwhile, the EPA is in the process of finalizing emissions standards for off-road motorcycles and all-terrain vehicles.

For more info, go to the AMA and log on to the Web site, www.AMADirectlink.com and click on the "Protecting Your Ride" button.

—Twiggy

Coast To Coast

BIKER NEWS

OHIO GANG LAW STRUCK DOWN IN COURT: As originally feared by many bikers rights advocates, so-called "Gang Laws" aimed at youth street gangs have been targeting members of motorcycle clubs and using the new state laws to tack on years to prison sentences simply because an individual was a member of a club. For that reason, Confederations of Clubs in states with gang laws on the books have fought hard to get bikers specifically exempted from the definition of a criminal gang.

Kentucky succeeded in doing just that two years ago, and while the legislative work continues in other states, a lower court in Ohio has found that state's gang law unconstitutionally broad and has struck down the law, though concerned bikers still await a final determination by the state's higher courts.

According to the *Cincinnati Post*, a Hamilton County judge declared Ohio's new gang law unconstitutional, saying it is so poorly written it could result in gang members being penalized more severely for crimes even if they aren't gang related.

"A participating gang, as the statute is written, is conclusively held to be promoting gang interests even when he obviously is not doing so. The enhanced crime becomes one of status of the defendant, not of the wrongdoing," Judge Thomas Crush wrote in declaring the gang law unconstitutional.

The decision came after five men were indicted for participating in a criminal gang (a second-degree felony that carries a maximum sentence of eight years in prison), in the first Hamilton County case under the new law. Crush's ruling dismissed the gang-related charges against one of the men.

CITY OF ALBUQUERQUE ADOPTS NOISE ORDINANCE: Evidently, the current administration for the city of Albuquerque, New Mexico, has enacted new regulations targeting motorcycle exhaust systems, as well as making it literally illegal to travel in groups.

"Due to this legislation, Albuquerque can no longer be considered a biker friendly city," according to Barbara Alvar,

chairperson of the New Mexico Motorcyclists Legislative Impact Committee.

Council Bill No. FS 0-34 states that, "No person shall operate a motorcycle without (a) a permanent engravature or label entitled "Motorcycle Noise Emission Control Information", and (b) a permanent engravature or label on the muffler or exhaust pipe. It states that the label will indicate the year and model that the exhaust was designed for as well as the decibel rating.

Making matters even worse, it also states that this allowable decibel level, "applies to the total sound from a vehicle or a combination of vehicles and shall be construed as limited or precluding the enforcement of any other provision in this article relating to motor vehicle mufflers for noise control." In other words, no combination of motorcycles riding together can exceed the maximum allowable EPA decibel rating of one motorcycle.

"With the enactment of this ordinance, Albuquerque has legalized harassment of the motorcycling community," said Alvar. "This ordinance will treat law-abiding citizens like criminals. This ordinance gives the law enforcement officer probable cause to stop you, even if you are not exceeding legal noise limits, just to inspect 'required labeling' of the exhaust system."

Mayor Jim Baca stated publicly that this noise ordinance targets motorcycles and barking dogs, which indicates the mayor's negative attitude toward motorcyclists. You can e-mail Mayor Baca at moris@cabq.gov and kindly inform him of your opinion, or phone him at 505-768-3000, or fax 505-768-3019.

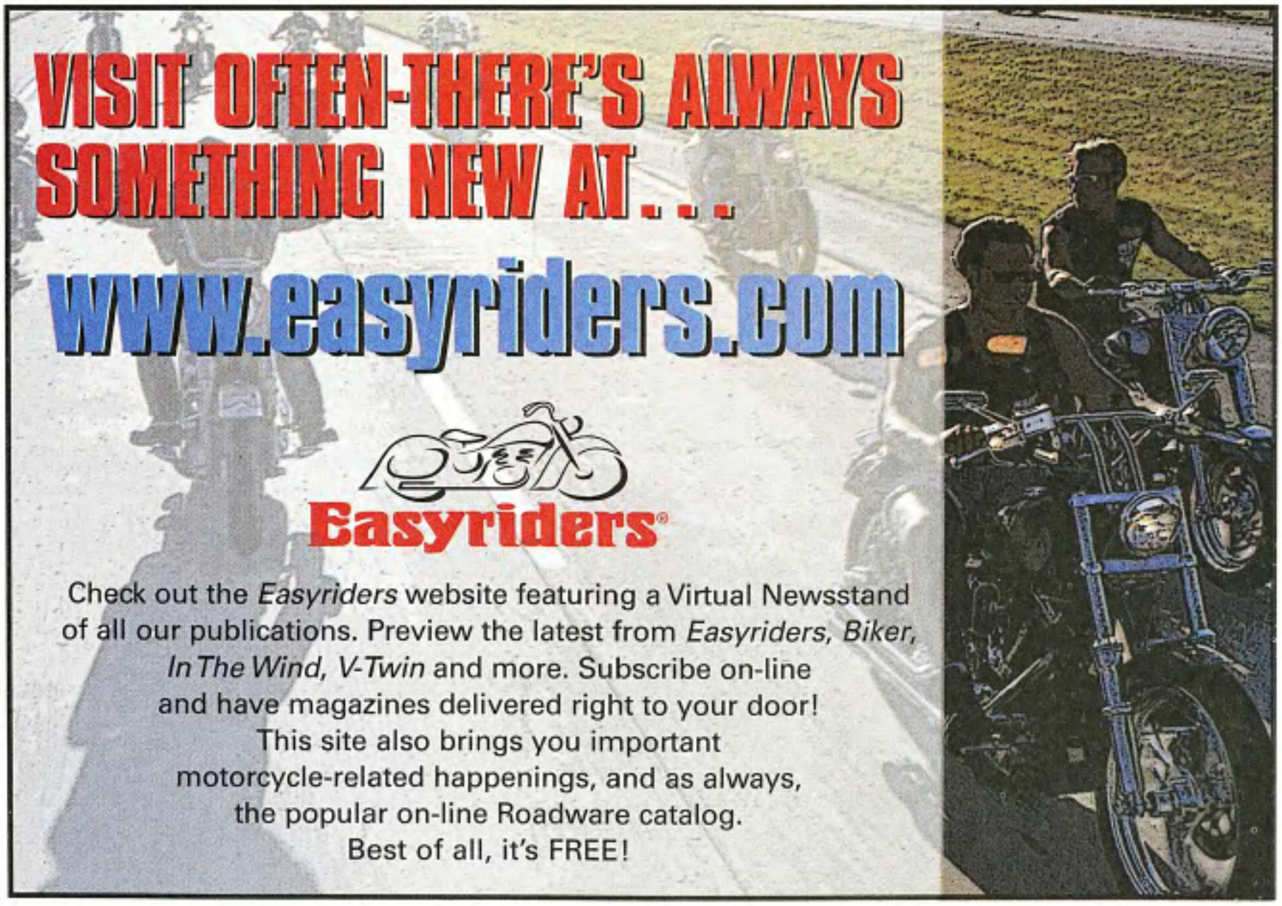
WEIRD NEWS OF THE MONTH: FARMER SOUGHT AFTER COW PIE INJURES MOTORCYCLISTS: German police are warning farmers that they could be charged with negligence after a cow pie on a road seriously injured two motorcyclists. Officers are looking for the farmer of the cows that left the pie on the carriageway in Kempten. They say he should have cleaned it up. The two motorcyclists skidded on the cow crap and fell off their bike. They are recovering from their injuries in the hospital.

Police say the farmer responsible for the offending patty could be charged with physical injury resulting from negligence, reports the German paper *Bild*. The decision to pursue the farmer has been described as ridiculous by farming groups who said it was impossible for a farmer to always walk behind his cows with a shovel. Johannes Schmidt, chairman of the local farmer's union, said: "It's a real shame. What are we supposed to do? Do they expect us to run after our herds with a shovel?"

QUOTABLE QUOTES: *"It is the absolute right of the State to supervise the formation of public opinion."*

—JOSEPH GOEBBELS, Minister of Propaganda for the Third Reich under Adolf Hitler

—Bill Bish, NCOM



Happenings

ALABAMA
Spring Rally
Place: Faundsdale
Date: Apr. 19-21
334-289-4548

ARIZONA
Arizona Bike Week
Place: Phoenix/Scottsdale
Date: Apr. 5-14
Info: arizonabikeweek.com

Cave Creek Main St. Rally
Place: Cave Creek
Date: Apr. 5-13
Info: 480-575-9039

3rd Annual Poker Run
Place: Tombstone
Date: Apr. 5-7
Info: 602-867-2170

Trash Trek I
Date: May 4
Place: Glendale H-D
Info: 623-825-4268;
623-247-5542

Mother's Day Lunch Run
Date: May 12
Place: Glendale H-D
Info: 623-825-4268;
623-247-5542
www.glendalehd.com

Tombstone Overnighter
Date: May 18-19
Place: Glendale H-D
Info: 623-825-4268;
623-247-5542
www.glendalehd.com

Bikes & BBQ
Date: May 25
Place: Buddy Stubbs
Info: 623-971-3400

CALIFORNIA
Jus Brothers Poker Run
Place: Stockton
Date: Apr. 20
Info: 209-466-7455

12th Annual Pacific Coast Dream Machines
Place: Half Moon Bay Airport
Date: Apr. 28
Info: 650-726-2328

Motorcycle Swap Meet
Place: Orange County Fairgrounds, Costa Mesa
Date: May 10
Info: 949-582-2371

3rd Annual West Coast Thunder Ride
Place: Skip Fordyce Center, Riverside
Date: May 27
Info: 909-789-1995

COLORADO
ABATE St. Pat's Day Party
Place: VFW, Johnson's Vil.
Date: Apr. 16
Info: 719-395-0360

CONNECTICUT
Break Out Ride and Party
Date: May 5
Place: Wolcott VFW
Info: 860-582-6148
www.thecmra.com

GEORGIA
All Harley Drag Races
Place: Reynolds
Date: Apr. 19-21
Info: 770-603-9501;
404-226-7949

ABATE Swap Meet & Bike Show
Place: Atlanta
Date: May 5
Info: 404-294-8900

HAWAII
Awareness Rally
Place: Meridian Park
Date: May 4
Info: 208-345-6231

ILLINOIS
Dave White Awareness Ride
Date: Apr. 28
Info: 1-800-87-ABATE

ABATE State Freedom Rally
Date: May 5
Place: Springfield
Info: 800-87-ABATE

J&P Promo Extravaganza
Date: May 6
Place: Peotone
Info: 319-462-6011

INDIANA
Spring Thaw
Date: Apr. 20
Place: Call for info
Info: Glen 812-338-3541

Blessing of the Bikes
Date: May 19
Place: Call for info
Info: Faron-812-326-2030

IOWA
J&P Cycles Open House
Date: Jun. 2
Place: Animosa
Info: 319-462-6011

KANSAS
Bike Show
Place: Wichita
Date: Apr. 31
Info: 316-312-6632
www.pureenvy.com

Blessing of the Bikes and John Brumley Poker Run
Date: May 11
Place: Derby
Info: 316-788-3151

Kansas State HOG Rally
Date: May 31
Place: DoubleTree Hotel, Overland Park
Info: Harley Dealers

LOUISIANA
Annual NCOM Convention
Place: New Orleans
Date: Apr. 9-11
Info: 800-525-5355

Lousiana Purchase MC Rally
Place: New Iberia
Date: Apr. 14-17
Info: 337-365-4277
members.aol.com/laprally

ABATE Spring Fling
Date: Apr. 26-28
Place: CC Riders, Gramercy
Info: 888-892-2669

MAINE
Season of Refreshing
Date: Apr. 5-6
Place: CMA, Durham
Info: Ted 207-934-1622

Downeast Tattoo Show
Date: Apr. 5-7
Place: The Whiz, Bangor
Info: 207-989-6017

Spring Fling Dance
Date: Apr. 6
Place: UBM, Rumford
Info: John 207-369 0706

Skeleton Crew Bash
Date: Apr. 13
Place: Waterville
Info: www.smcinc.org

Annual Children's Benefit
Date: Apr. 13
Place: Exiles MC, Jay
Info: Bub 207-562-6090

Ice Crusher Dance
Date: Apr. 13
Place: UBM York, Sanford
Info: Howie 207-676-9378

21st Annual Chicken B-B-Q
Date: Apr. 20
Place: Exiles MC, Dedham
Info: Bill 207-945-2983

Spring Bash
Date: Apr. 20
Place: UBM Franklin, Jay
Info: Butch 207-562-9017

Governor's Tea
Date: May 1
Place: UBM Augusta
Info: 888-229-9826

Run for the Son
Date: May 4
Place: CMA S. Portland
Info: Ted 207-934-1622

Prime Rib Booster Party
Date: May 4
Place: S. Paris
Info: Red 207-364-4348

Shakedown Cruise
Date: May 5
Place: UBM, Ellsworth
Info: Goldie 207-469-2586

Bike Show/Blessing
Date: May 11
Place: UBM, Winslow
Info: Ron 207-873-2071

Blessing of the Bikes
Date: May 11
Place: UBM Aroostook
Info: Rusty 207-521-7237

Spring Fever
Date: May 11
Place: UBM, Aroostook
Info: Carol 207-496-3186

Bikers with a Heart
Date: May 12
Place: Kennebunk
Info: www.bikersheart.org

Chili Fest
Date: May 18
Place: Saracen MC, Bangor
Info: Doggie 207-848-5912

Weekend Behind the Barn
Date: May 24-27
Place: Saco
Info: Gordon 207-727-4393

McGray Memorial Day Run
Date: May 25
Place: UBM, Calais
Info: Ralph 207-454-8116

Hospice Ride
Date: May 25
Place: Piscataquis
Info: Al 207-695-2457

Annual Ride to the Wall
Date: May 26
Place: UBM, Guilford
Info: Paula 207-688-2297

UVMC Memorial Day Ride
Date: May 27
Place: Houlton
Info: Rusty 207-521-7237

Bike Rodeo
Date: May 28
Place: UBM York, Sanford
Info: Howie 207-676-9378

MARYLAND
Annual Easter Egg Run
Place: Glen Burnie
Date: Apr. 13
Info: Pat 410-766-6497
Bill 410-451-2610

Anne Arundel Chapter Bike Show
Place: Woodstock
Date: May 19
Info: 410-766-6497;
410-451-2610

MASSACHUSETTS
3rd Annual Fun Run
Date: May 5
Place: Framingham
Info: 508-904-0068
www.xtremeriders.com

MICHIGAN
Motorcycle Swap Meet
Place: Grand Rapids
Date: Apr. 7
Info: 800-968-4242
www.motorcycleswap.com

Spring Run
Place: ABATE 7
Date: Apr. 20
Info: 517-673-4743

Motorcycle Swap Meet
Place: Detroit Fairgrounds
Date: Apr. 21
Info: 800-968-4242

Motorcycle Swap Meet
Place: IMA Arena, Flint
Date: Apr. 28
Info: 800-968-4242

Bikin' For Burns
Place: ABATE 20
Date: May 11
Info: 810-233-4237

Detroit Freedom Rally
Place: ABATE 15
Date: May 12
Info: 313-929-2229

Spring Poker Run
Place: ABATE 19
Date: May 18
Info: 248-693-6068

Spring Run
Place: ABATE 5
Date: May 18
Info: 616-689-0774

9th Annual Summer Run
Date: May 18
Place: Baldwin
Info: 231-689-0774

Shady Shores Poker Run
Place: ABATE 7
Date: May 19
Info: 517-673-4743

Mickey Mouse Helmet Protest
Place: ABATE 6
Date: May 25
Info: 989-836-2981

MINNESOTA
16th Annual Donnie Smith Invitational Bike Show
Place: St. Paul River Center, Brooklyn Park
Date: Apr. 17
Info: 952-226-1180

ABATE "U"niversity
Date: Apr. 19-21
Place:Alexandria
Info: 612-753-5155

Great North Bike Show
Place: Duluth
Date: Apr. 27
Info: 715-392-6008

MISSOURI
Easyriders Bike Show
Place: Kansas City
Date: Apr. 13
Info: 800-962-9857
www.easyriders.com

St. Patty's Day Poker Run
Place: St. Louis
Date: Apr. 16
Info: 314-427-5377

Steve Barbey Benefit
Date: Apr. 20
Place: Eagles Club, Pacific
Info: 636-583-1936

8th Annual Swap Meet
Date: Apr. 21
Place: Shadow Rock Park, Forsyth
Info: 417-334-0775

Blessing of the Bikes
Place: St. Louis
Date: Apr. 28
Info: 314-954-4013

Dist 6 Rodeo
Date: May 10
Place: VFW, Wentzville
Info: www.forr.net

Branson Motorcycle Rally
Date: May 16-19
Place: Branson
Info: 800-342-6230

Big Muddy Poker Run & Bike Show
Date: May 18
Place: Glascow
Info: 660-831-5298

Vintage M/C Swap Meet
Date: May 18
Place: Branson
Info: 417-334-0775

Freedom Rally
Date: May 24-27
Place: Buckhorn
Info: www.forr.net

NEVADA
Laughlin River Run
Place: Laughlin
Date: Apr. 24-28
Info: 714-694-2800

NEW HAMPSHIRE
26th MRO Swap Meet
Date: Apr. 28
Place: NHMRO, Hopkinton
Info: 603-437-9464

Keene Swap Meet
Date: May 5
Place: N.H. Keene
Info: Wray 603-352-1836

CMA Laconia Prayer Ride
Date: May 11
Place: Laconia
Info: Ted 207-934-1622

NEW YORK
3-2-1 Spring Cash Raffle
Place: DR's Inn, Rochester
Date: Apr. 6
Info:brotherhoodmc.com

IHMC Swap Meet
Date: Apr. 18
Place: Rt. 104, Ontario
Info: 716-748-1765;
716-738-6581

Annual Charity Ride
Date: Apr. 25
Place: Stan's H-D, Batavia
Info: 716-343-9598

Southern Tier Iron M/C Swap Meet
Place:W. of Binghamton
Date: Apr. 27-28
Info: 607-692-4784

Cyberspokes MC Bike Run
Place: W.N.Y. Buffalo
Date: Apr. 27
Info: 716-649-0797

Breakout Run Bike Blessing
Date: Apr. 28
Place: Dandrea's Party Hse
Info: 716-234-0895
www.abatenymonroe.org

M/C Awareness Run
Place: Jugs and Strokers, Merrick
Date: May 4
Info: 516-616-3184

9th Annual Bike Blessing
Date: May 11
Place: Long Island, Low Riders MC
Info: 718-948-8818; 718-317-1999

18th Annual AM-Jam
Date: May 23-26
Place: Agricultural Society Fairgrounds, Cobleskill
Info: 518-346-0521 eves;
518-893-2273 days

Bikers Against Breast Cancer
Date: Jun. 2
Place: H-D New York City,
Info: 718-707-9300

NORTH CAROLINA
CBA Swap & Bike Show
Place: Charlotte
Date: Apr. 23-24
Info: 704-889-1976

Cherokee Survivor's Rally
Place: Cherokee
Date: Apr. 26-28
Info: 828-479-3572
www.cherokee-nc.com

CBA Freedom Run
Place: Raleigh
Date: May 4
Info: 704-8891976

NORTH DAKOTA
Menoken Grove Rally
Date: Jun. 7-9
Place: ABATE State Rally
Info: 701-223-5609

OHIO
Blizzard Run and Steak Fry
Place: Brunswick
Date: Apr. 21
Info: 330-225-1423

Out of Hibernation Run
Place: Twinks, Shreve
Date: Apr. 28
Info: 330-262-3991

14th Annual Six-County M/C Awareness Run and Party
Place: Canton
Date: May 12
Info: 330-821-9468
www.abatecmro.org

ABATE South Street Biker Boogie
Place: Iron Saddle Saloon, Akron
Date: May 18
Info: 330-325-8771

ABATE/CMRO Motorcycle Awareness Run
Place: Akron
Date: May 19
Info: 800-25-ABATE
www.abatecmro.org

Special Olympics Run
Place: Lake Shore Park
Date: May 19
Info: 440-576-1275
www.abatecmro.org

OKLAHOMA

22nd Annual Motorcycle Show
Place: Tulsa
Date: Apr. 15-17
Info: 918-836-2832

War Memorial Run
Place: Oklahoma City
Date: May 27
Info: 405-936-RIDE

ABATE & Friends Party
Date: Jun. 8
Place: Oklahoma City
Info: 405-936-RIDE

OREGON

Motorcycle Swap Meet
Date: Apr. 21
Place: ABATE, Portland
Info: 503-285-4329
www.abateoforegon.org

Long John Poker Run Anniversary Party
Place: Moby Dick's, Newport
Date: Apr. 23
Info: 541-563-3711

True Apostles Swap Meet and Bike Show
Place: Cowlitz Co Fairgrounds, Longview
Date: Apr. 28
Info: 503-643-4725

25th Annual ABATE Fossil Campout
Date: May 24-27
Place: Fossil
Info: 503-285-4329
www.abateoforegon.org

PENNSYLVANIA

ABATE Helmet Protest Rally
Place: VFW campground in Shellsville, to Capitol
Date: May 5
Info: 717-234-3777

3rd Annual Susan Fefolt Memorial Run
Date: Jun. 2
Place: Oakdale
Info: 724-692-2906;
www.rolloncycle.com

SOUTH CAROLINA

Motorcycle Awareness Run
Place: Chasity's Gold Club, Columbia
Date: May 5
Info: 843-553-8473

TEXAS

Easyriders Bike Show
Date: Apr. 6
Place: Fairplex, Dallas
Info: 800-962-9857
www.easyriders.com

TMRA State Rally
Place: Abiline
Date: Apr. 12-14
Info: 915-550-4107

Texas Style Party Drags
Date: Apr. 20
Place: Red River Raceway, Gilliam
Info: 254-687-9066
www.texasscooter.com

Gryphons MC Spring Party
Date: Apr. 27
Place: Waxahachie
Info: Dirty Doug 972-732-3434

TST Swap Meet
Date: Apr. 28
Place: Heart Of Texas Fairgrounds, Waco
Info: 254-687-9066
www.texasscooter.com

The Thunder Run
Place: Fort Davis
Date: Apr. 28-30
Info: 915-683-6889

Annual Run For Wheels
Date: May 11
Place: Somerville
Info: 979-820-1218
www.yankeestavern.com

Texas Style Party Drags
Date: May 19
Place: Red Line Raceway, Dallas
Info: 254-687-9066

VIRGINIA

Annual Clean & Sober Bash
Date: Jun. 7-9
Place: Senandoah Acres Resort, Stuarts Draft
Info: 804-740-7776

WISCONSIN

H.O.G. Indoor Bike Show
Date: Apr. 5-7
Place: Rice Lake
Info: 715-458-4487

Parts Expo and Swap Meet
Place: The Arena, Alliant Energy Center, Madison
Date: Apr. 24
Info: 262-835-9509

Federation of M/C's Blood Drive 715-234-5400
Place: Neenah
Date: May 5
Info: 920-722-6518

WYOMING

Chrome on the Range Bike Show and Swap Meet
Place: Casper
Date: Apr. 6
Info: 307-234-1811

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-1252; www.easyriders.com

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San Diego H-D, 5600 Kearny Mesa Rd., San Diego

Colorado
Two Wheelers MC Shop, 1433 W. 38th Av., Denver

Thunder Mountain H-D, 1303 SW Frontage Rd., Ft. Collins

Florida
Easyriders Store, 605 Main St., Daytona Beach

Fletcher's H-D, 17129 U.S. 19 North, Clearwater

H-D of Miami, 19400 N.W. 2nd Ave., Miami

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Cycle Lab, 1911 S. State Rd. #7, Ft. Lauderdale

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Kosco H-D, 1149 State Route 23, Kinnelon

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Shenandoah H-D, 2800-C W. Main St., Waynesboro
Easyriders of Richmond, 3201 W. Broad St., Richmond

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Mischler's H-D & BMW LLC, N. 8063, Hwy. 33, Beaver Dam

H-D of Appleton, Inc., 2144 W. Wisconsin, Appleton

You got it—just make a purchase of $50 or more and ask for your free copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

TalkingTech

FUEL INJECTION FUBAR

I ride a 2001 fuel injected Ultra Classic as my daily transportation. Got it mostly for trips, but like it enough to use it around town too. There are a couple of minor problems, however, that are annoying and I could use your help. The Twin Cam 88 motor is stock except for a Phase I kit installed by the Harley dealer. This includes the improved-flow air cleaner, an ECM calibration and more-free-flowing mufflers. My problems are:

1) The engine constantly "chokes and coughs" at around 2,000 rpm. It feels like a backfiring through the air cleaner, the engine hesitates and then finally accepts fuel. This is worse when the engine is cold, but also happens when hot. This occurs both when running with a constant throttle as well as when trying to accelerate. This is very annoying, as the 2,000-rpm range is common around town. The ECM has been recalibrated by the dealer on three occasions, but the problem persists. I have lost confidence in a dealer's solution. What is causing this and how can it be fixed?

2) The rear cylinder seems to be running much hotter than the front is. It is quite noticeable when riding long distances. I seem to recall reading somewhere that the rear cylinder on this engine has a leaner mixture than the front does. Could this be a cause of this and if so, how can it be corrected? The dealer says that the cooling fins on the TC-88 are much better than the EVO and I am just noticing a better cooling efficiency. Sounds like some BS to me.

3) The fuel and the air temperature gauges are not even close to being accurate. Can these be calibrated and adjusted? The fuel gauge stays on full until the tank is about 1/2 empty, then drops to empty quite quickly. The air temp gauge is at least 20 degrees off.

Mechanical perfection is my goal here. Once these glitches are worked out, the Ultra Classic will truly be a great daily rider. Thanks for your assistance.

E.C. (Sweed) Svenson
Via e-mail

First of all, most guys—especially those from Sweden—shorten the country's name and/or use it as a nickname, spell it Swede. Maybe you just got happy fingers on the "e" key on your keeboard. Who knows, who cares. Anyway, the condition you're describing sounds like you're running lean. And, unfortunately, with the fuel injection it's up to the dealer to sort that out for you, unless you can find an independent shop in your area that's hip to fuel injection there's not much you can do on your own. Yes, the rear cylinder runs hotter…it's in the rear…where it's hot. The front cylinder is in the front…where it's cool…from the air coming from the front, hello? The rest is bullshit. Finally, really, lighten up. No, you can't recalibrate the temp gauge and the fuel gauge. The fuel gauge is operated by a float system. Is this your first bike with a fuel gauge? Dude, mechanical perfection? You're making yourself nuts. If you want mechanical perfection buy a blender.

HEAD GASKET HEAD CASE

A year and a half ago I purchased my first scoot a '78 Glide (from the original owner, which had 75,000 miles on the clock but has been rebuilt at about 65,000). My first season went OK. Unfortunately this year is not the case! I blew the head gasket on the rear cylinder.

This is no problem I do my own wrench work so I tear it down. I go to my local Harley dealer and purchase a gasket set. I toss it back together and I'm all set. A week later, the gasket blows again. I tear it down inspect everything (The heads are out of flat about .003). I decide to cut the heads about .006 (I run a machine shop) and buy new Teflon coated gaskets I also find that the top flange of the jug that fits into the head is too close to bottoming out inside the head (which would keep the gasket from clamping down correctly), so I machined about .040 off the top rim/flange of the jug. I toss it together for the second time, start it up every thing is fine. On the third day of riding the gasket blows again. HELP. Why do I keep blowing head gaskets? Do I have too much compression? I am torquing the head bolts to 55 foot-pounds.

Frank Buffa
Kingston, New York

Hey, did you used to go by "Franky" and tell everyone you were starting a band and going to Hollywood? Never mind. It sounds like the inserts in your head are pulling out (the engine's, not yours. Although…). You're going to have to take the head off, again, and check the steel inserts that hold the head bolts. They should not "move" at all. If they do, replace them. If any of your head bolts look wonkey—couldn't come up with a better term, so I've invented this one—replace them. Listen, it's tough to torque heads on a shovel, a socket doesn't fit on all the bolts. Yeah, I know, you can use a crow's foot (I'd rather use an eagle's claw…) but here's the deal. Use a curved 12-point and make them tight, then heat the motor up and let it cool off and make them tight again. Do this about three more times before you go on a trip or a long run and you'll be fine.

IWANT NEW HEADS

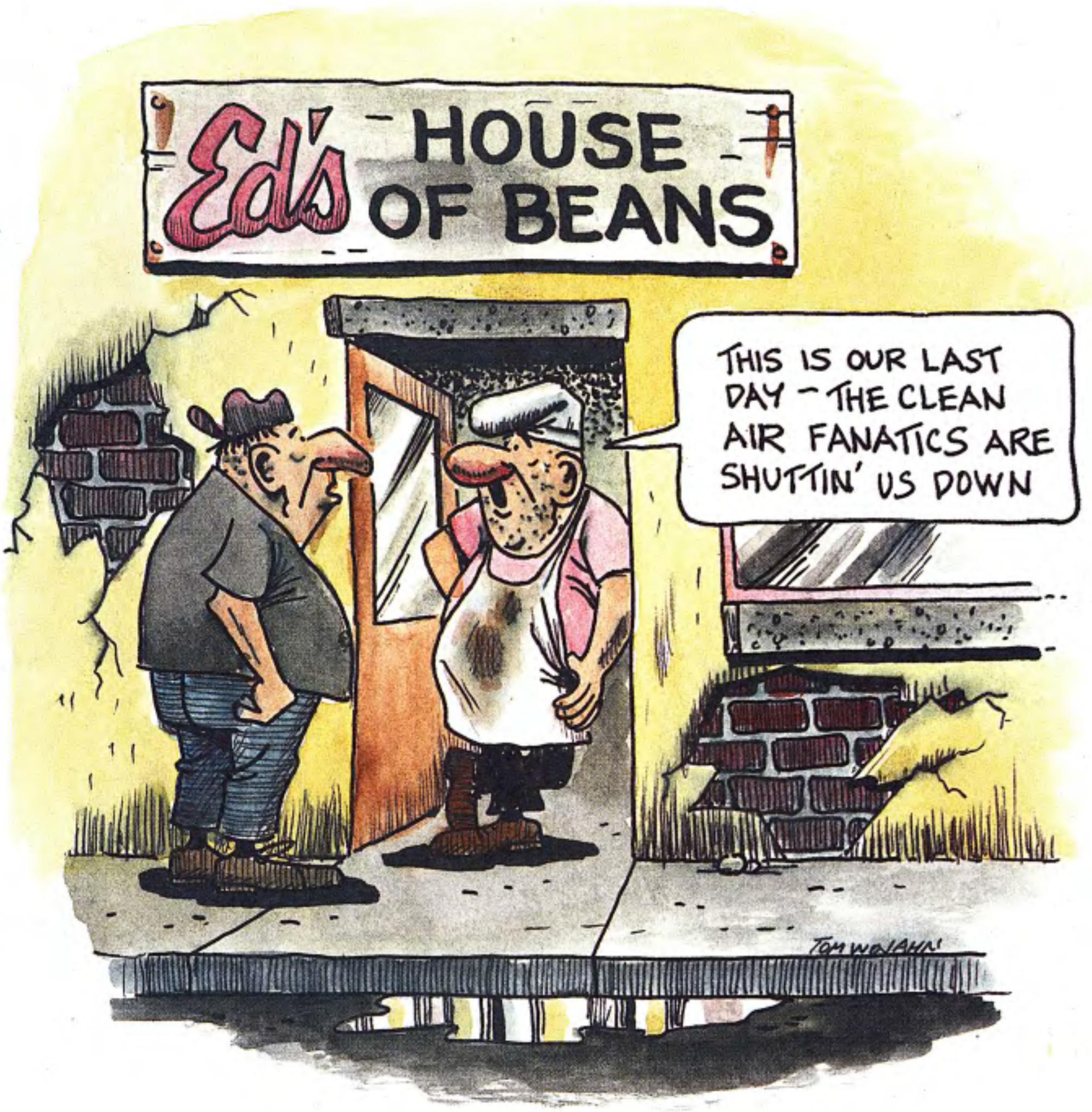
I have a bone stock 1991 Harley FXLR Custom. The problem is my bike hiccups and backfires. I have a stock exhaust at times it will clear up and shortly reoccurs. I also want to get some more horsepower. I was thinking about changing the heads to S&S or Edlebrock. I do not want to change the stock pistons, carb, and I want to use my stock head covers. I have a limited budget ($1,000). Any help is appreciated.

Super Chief
Pine Bluff, Arkansas

I was wondering when Arkansas was going to get its own Superhero. Thank you for coming to their aid! Your best bet right now is to get a new carb/pipes setup. There is a lot more to changing heads than just doing the ol' swap. I hate to be the one to tell you but $1,000 just isn't enough these days. There is no point in changing heads without changing pistons 'cause they're the other half of the combustion chamber. So pick a carb that you like (S&S, Mikuni, etc.) and choose one of the bazillion exhaust sets out there and find an independent shop you can trust and have them put the stuff on for you. You might even get change back from your grand. Then start saving your money for heads, pistons, and a cam.

—Gearhead

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.


Ed's HOUSE OF BEANS
THIS IS OUR LAST DAY – THE CLEAN AIR FANATICS ARE SHUTTIN' US DOWN

ILLINOIS RESIDENT WINS 2001 J&P CYCLES AND EASYRIDERS MAGAZINE BUILD-A-BIKE

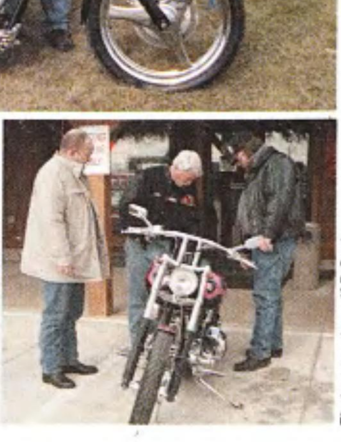
Ivan Hughes of Peoria, Illinois, is the lucky winner of the 2001 J&P Cycles/*Easyriders* magazine Build-A-Bike. Anxious to claim his prize, Ivan, along with friend Kip, arrived at the J&P Cycles store on January 6, 2002, and finally laid hands on the fire-breathing, custom brute created by Rick Doss. After a short ceremony at J&P Cycles, Ivan signed the necessary paperwork, got some advice from J&P Cycles' tech, Steve Franta, and straddled the bike for his inaugural ride.

Ivan sold his previous Harley, a rigid shovelhead, a few years ago and was on the verge of buying another when fortune smiled on him. "The Build-A-Bike is just a great coincidence," he said. "I am very happy and certainly feel like the luckiest person in the world right now." Ivan says he entered the contest by sending in the entry card in *Easyriders* magazine, but never expected to win.

Despite the cold weather, Ivan tried out the bike in the J&P store parking lot to get used to the wide rear tire and the meaty 100-cubic-centimeter Revtech engine. And that was it…

John and Jill Parham, owners of J&P Cycles, handed Ivan the keys and the owner's manual. Then Ivan loaded up the bike as John and Jill watched one happy biker and one of their baddest bikes drive off down the road.

Looking down the road to next year, J&P Cycles is already at work on the Build-A-Bike for 2002. It will feature parts from the 2002 J&P Cycles catalog. Check out future issues of the J&P Express for details, *Easyriders* magazine or the J&P Cycles Web site at www.jpcycles.com.



Photos: courtesy J&P Cycles

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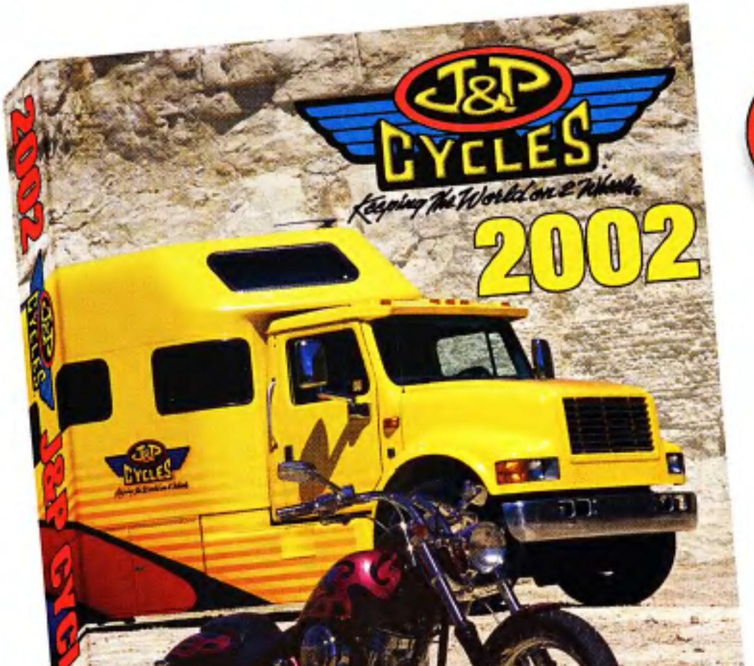

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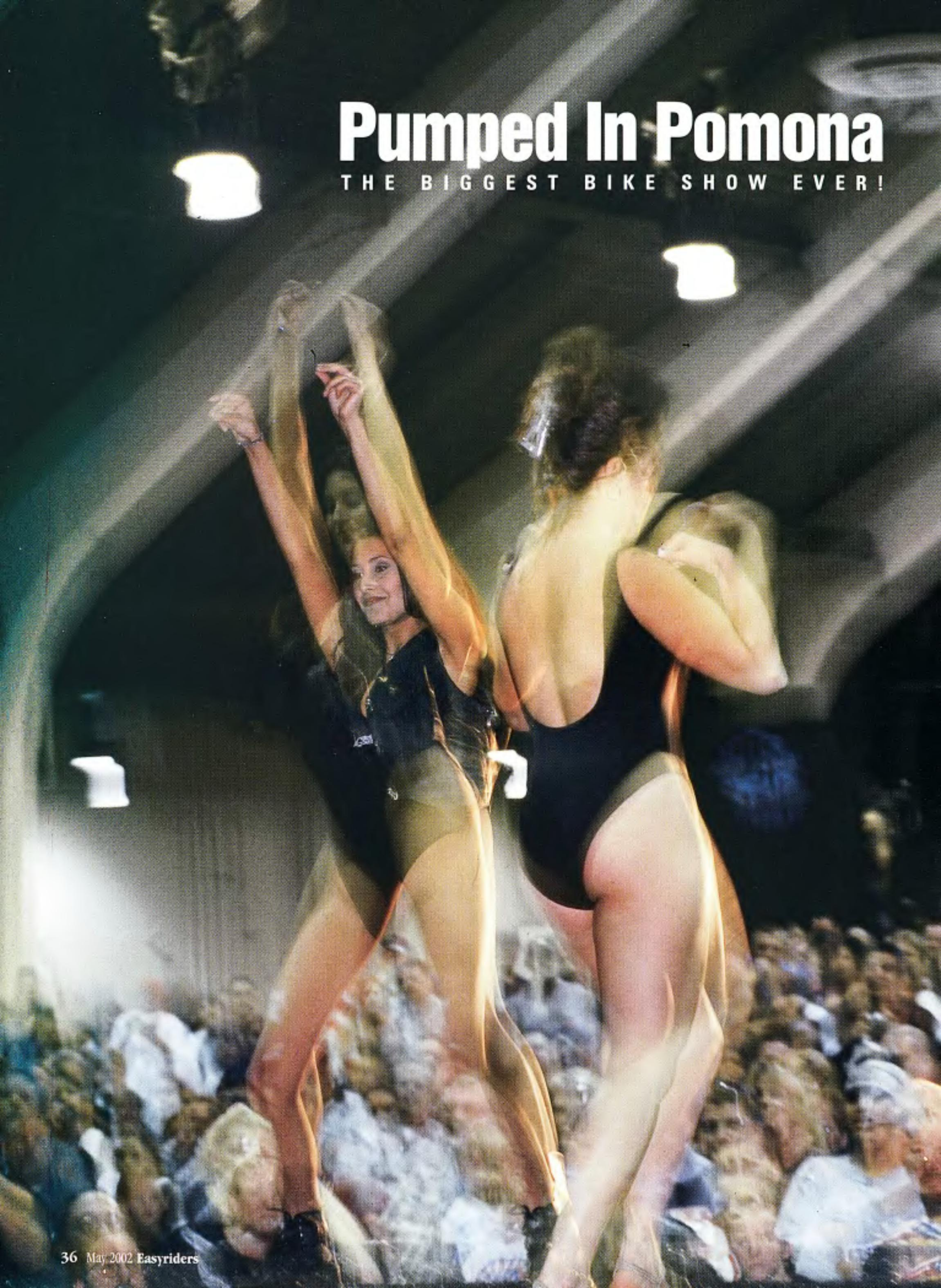
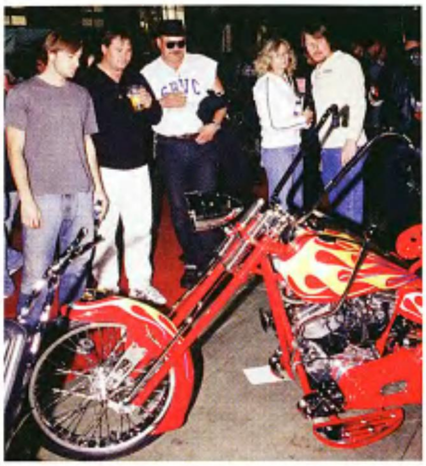
Pumped In Pomona

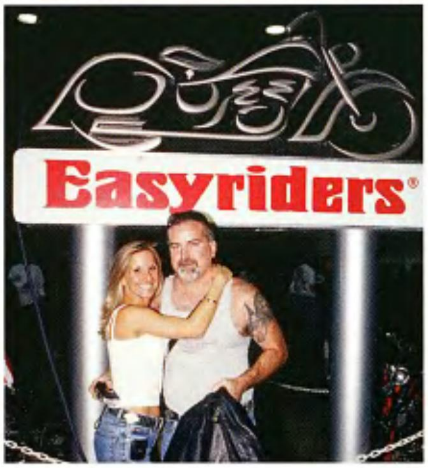
THE BIGGEST BIKE SHOW EVER!



If you were at the Easyriders Bike Show in Pomona, California, this February 5, you know that it was a jam-packed custom bike shebang. Some of the wildest one-off scoots imaginable were proudly on display for the nearly 9,000 motorcycle lovers that crowded into the Pomona Fairplex. This was the first stop on our 2002 Bike Show season before heading out to Sacramento, California, and points beyond and we're happy to report that we had our highest attendance ever at the Pomona show.

FLASH





Highlights included incredible vendors of aftermarket motorcycle goods from leathers and gee-gaws, to complete custom bikes for sale. Pyrostars was on hand to show of their new, awesome spark plugs; Belt Drives Ltd. displayed their wild Top Fuel belt drive; Paul Yaffe had complete rolling chassis chopper kits as well as the new *VQ* Auction Bike for all to drool over. We were also blown away by the hand-built custom bikes from Denver's Choppers, Sugar Bear, Mitch Bergeron, Al Martinez Paint, West Coast Choppers, L.A. Choppers, and many more. Over at Big Bear Choppers' booth, Kevin Alsop showed off the world's first Yaffe Chopper kit adorned with the new S&S 124-cubic-inch monster motor, Baker 6-speed tranny, and BDL Top Fuel belt (look for a bike feature next month).

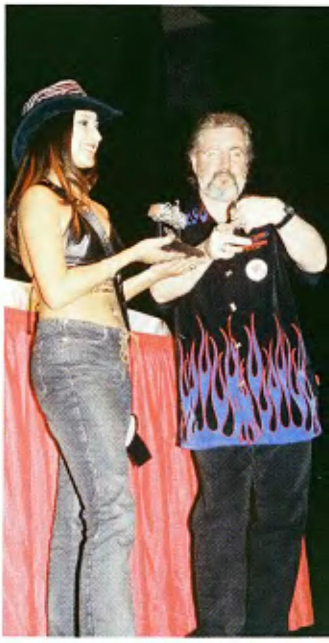
The show featured a few new treats in the entertainment department including sexy dance numbers by Purrfect Angelz, killer rock 'n' roll tunes by The Reels, and our Bike Show House Band for this season, none other than the Kentucky Headhunters. We were told that the music was the most righteous we've ever offered. The beer was cold and the music was hot, what more do ya want?

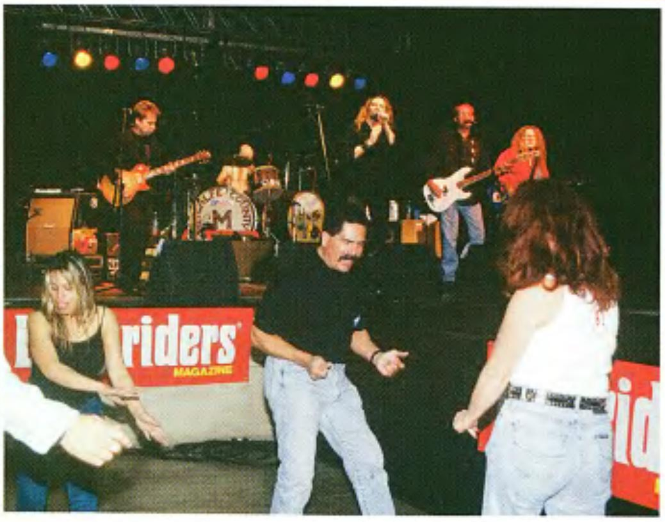
Nearly 100 killer kustom bikes lined the massive Fairplex building and it was filled to overflowing with wall-to-wall bikers trying to catch a glimpse of Chica's mind-blowing Von Dutch knucklehead, Matt Hotch's incredible arrest-me-red pro-street, and Exile Cycle's '67 Triumph chopper. Super-rare restored antiques were on hand as well thanks to Don Whalen, Richard and Ricky Bunch, Brian Edwards, and Larry Moore. Of special interest was Don Whalen's 1940 Crocker and Richard Bunch's 1923 Indian Racer that was originally piloted by racing legend Freddie Dixon.

Believe me boys and girls, if you weren't having fun at this shindig, you just weren't trying. Special birthday wishes to our celebrity judge Mark Howlett and also the lovely and loud Teresa. This was one two-wheeled party we won't soon forget. Thanks go out to our Bike Show season sponsors: Pyrostars, Performance Machine, Belt Drives Limited, and Image Motorcycle Products.

As I said while passing out the top honors, I wish we had more trophies because every bike at this show was truly a winner.

—Phantom Dave





Photos: Kim Peterson and Ken Ross

AND THE WINNERS ARE...

SPECTATOR'S CLASS

Best of Show
1st Place .... Steve Frasco, Chino Hills, CA – 2000 Matt Hotch Chopper
2nd Place .... Bill Parsons, San Diego, CA – 2002 Spec. Const.
3rd Place .... Mike Stafford/MGS Customs, Palmdale, CA – 2002 Custom

Easyriders (best custom bikes)
1st Place .... Cosmo Chiles, El Cajon, CA – 2000 Spec. Const. Chopper
2nd Place .... Donnie Bemis, Valencia, CA – 2000 Spec. Const.
3rd Place .... Ricky Bunch, Monrovia, CA – 2001 rigid Shovelhead

In The Wind (highway bikes)
1st Place .... Tommy Eriksson, Bellflower, CA – 1964 Harley FL Chopper
2nd Place .... Matt Zabas, Cardiff, CA – 2001 Ducati Dragster
3rd Place .... Eric Torres, Valley Glen, CA – 2001 Rigid Chopper

Biker (old school bikes)
1st Place .... Bob Carrillo, Palmdale, CA – 1947 Harley Knucklehead
2nd Place .... Central Coast Cycles, Santa Cruz, CA – 2001 Panhead Chopper
3rd Place .... Brian Breeland, Claremont, CA – 1998 Spec. Const. Chopper

V-Twin (street cruisers)
1st Place .... Rosalee Clampett, Pasadena, CA – 2001 Yamaha V-Star
2nd Place .... James Ransom, Marro Valley, CA – 2001 H-D Road Glide
3rd Place .... Jim Erickson/Cruiser Magic, Anaheim, CA – 2002 Invader

Earlyriders (restored antique bikes)
1st Place .... Richard Bunch, Monrovia, CA – 1923 Indian Racer
2nd Place .... Richard Bunch, Monrovia, CA – 1923 H-D Racer
3rd Place .... Ricky Bunch, Monrovia, CA – 1953 Indian Chief

JUDGED CLASS

Best of Show
1st Place .... Hot Match Customs, Upland, CA – 2001 Spec. Const.
2nd Place .... Chica Customs, Los Angeles, CA – 2001 Von Dutch Knuckle
3rd Place .... Central Coast Cycles, Santa Cruz, CA – 2002 Bar Sled

Best Radical Class
1st Place .... Hot Match Customs, Upland, CA – 2001 Pro Street Chopper
2nd Place .... Rick Knox, Yorba Linda, CA – 2001 Spec. Const. Chopper
3rd Place .... Rosalee Clampett, Pasadena, CA – 2001 Spec. Const. Chopper

Best Street Class
1st Place .... Steve Mennucci, Fresno, CA – 1952 Custom Panhead
2nd Place .... Ron Emard, Palmdale, CA – 1962 Harley Panhead
3rd Place .... Jack Schroepfer, Calimesa, CA – 1998 H-D Sportster Chopper

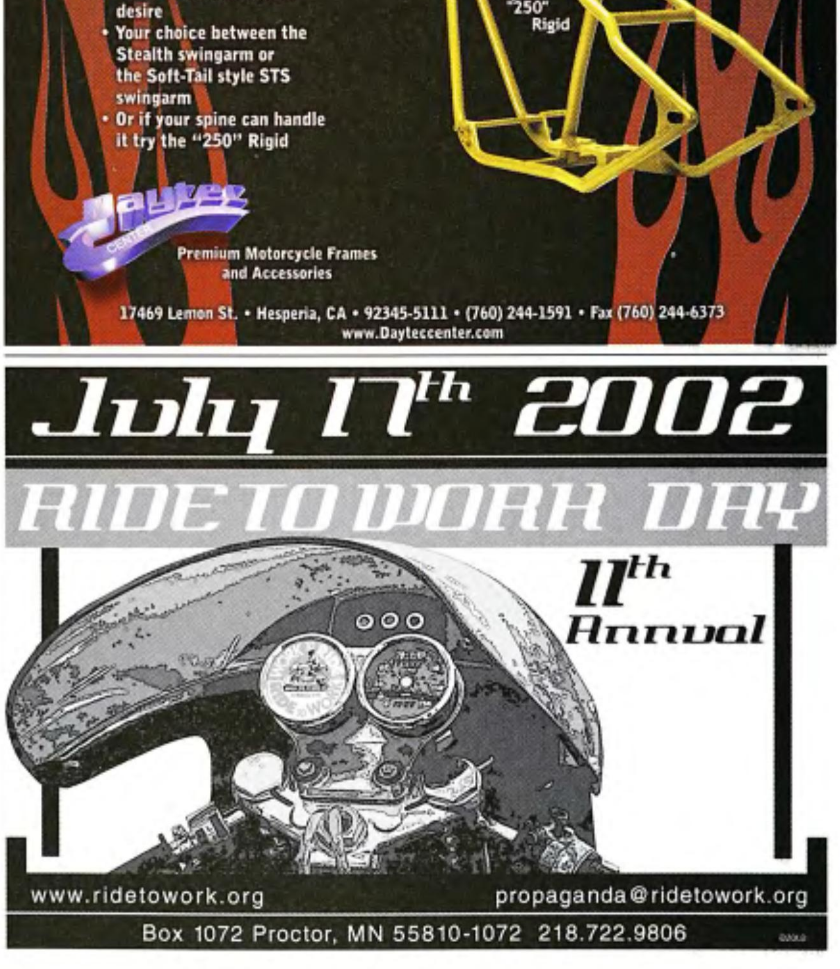
Best Specialty Class
1st Place .... Don Whalen, Monrovia, CA – 1940 Crocker
2nd Place .... Johnny Goodson/Exile Cycles, Sunland, CA – 1967 Triumph Chopper
3rd Place .... Keith Drum, Yorba Linda, CA – 2002 Radical Racer

Best Antique Class
1st Place .... Richard Bunch, Monrovia, CA – 1936 Harley Knucklehead
2nd Place .... Brian Edwards, Garden Grove, CA – 1949 H-D WL
3rd Place .... Larry Moore, Simi Valley, CA – 1952 Harley Panhead

Editor's Choice Award
Jerry Howe, San Diego, CA - 2002 rigid Chopper

Best Display
Brandon Carne, Covina, CA – 1999 Camouflage Ultra Ground Pounder

Luster Lace – Gleam & Gloss Award
Hot Match Customs, Upland, CA – 2001 Spec. Const. Chopper



CARL BROUHARD'S DESIGN SHOP

Invitation To The Inner Sanctum

Behind closed doors, Lockheed operated its now-famous SkunkWorks in the Los Angeles area where various super-secret projects have resulted in such aviation milestones as the Cold War-era U-2 spy plane, the mach 3-plus SR-71 Blackbird and the radar invisible F-117A Stealth Fighter…all old hat now compared with what's whizzing around up there. Not too far away, just outside Sacramento, California, there's another "skunkworks" in operation inside a nondescript building with no signage or indication of what machinations have been going on behind its doors over the past 10 years of operation.

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*Source: Motorcycle Industry Council

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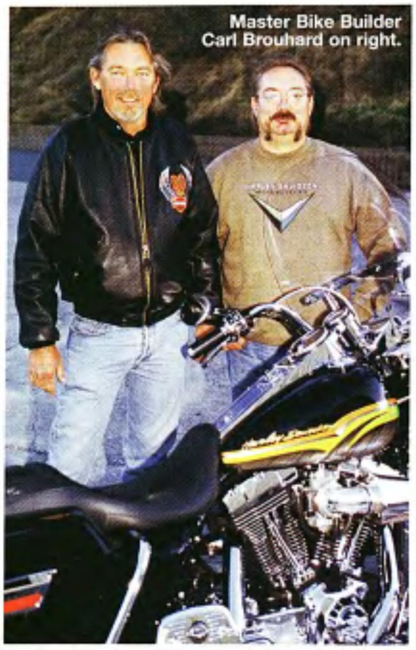
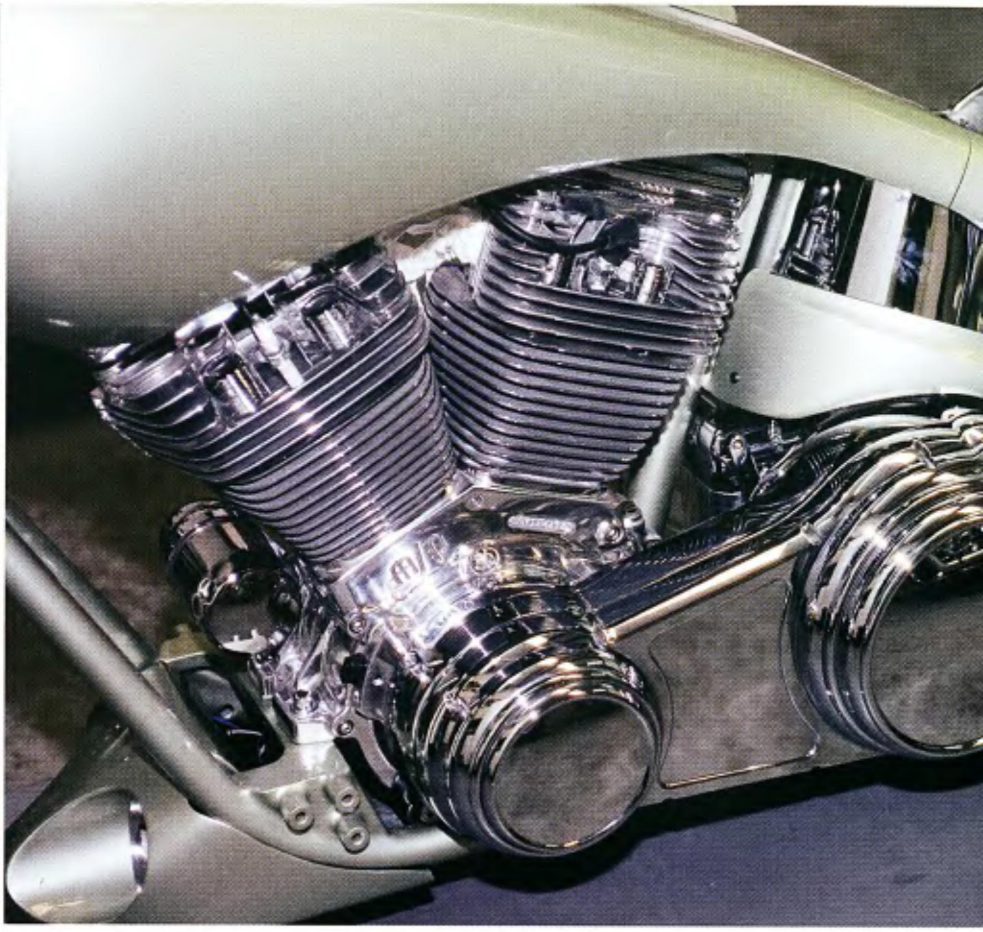


Master Bike Builder
Carl Brouhard on right.



Keeping a low profile in more ways than one, including the silhouettes of his long list of winning show-and-go custom bikes, master builder Carl Brouhard of Brouhard Designs is no stranger to innovative vehicles designed for both speed and function. Prefacing his two-wheeled activities, Carl and wife Lynda launched a big-block, alcohol-injected Chevy Altered down the quarter mile while Carl was also busy conceptualizing both overall designs and spraying trick paint jobs for both street and track cars. A quantum professional leap came when Carl and Arlen Ness met and found they had a lot in common. The chemistry led to Carl's fabrication efforts on behalf of the notable Team Ness custom bikes, as well as a slew of paint designs for Arlen's wonder-bikes, with Carl's extensive automobile experience transferring seamlessly over to two-wheelers.

In 1993, you could say Carl's bike work was debuted when he and Arlen unveiled the famous Chevy and Pepsi customs for the Oakland Roadster Show. Four-wheels were fading into the background as Carl and Lynda entered their own FXR at the event. "By that point we had gotten ourselves seriously wrapped up in motorcycles," Carl explains. "Arlen gave me an open hand for my designs, and we went on to build the Smooth-Ness custom. He then told me he wanted a bike that looked like a Bugatti roadster. I took a look at a table sculpture of the car at his home, then drew up some concept drawings. When we spread them across Arlen's desk, he took one look, and said, 'that's it, don't change anything, you've got exactly what I was after.' As a result, we sent the sketches off to Craig Naff who built that bike." And the rest, as they say, is history.

Carl then went to work on Cory Ness' first full-bodied bike and painting up all the Ness Bud bikes. You might have seen one of Carl's show-winning bikes in the *V-Twin* No. 6 issue. Now owned by Lorenzen Wright, who plays for the NBA's Memphis Grizzlies, it took home Best of Show from the Easyriders Sacramento Bike Show, the second Best of Show that Carl's garnered from that event. The previous year Lynda won the Sportster Class. Her bike, with bodywork fabricated by master craftsman Bob Munroe, also went on to win the Outstanding Bike and Best Engineering award at the Sacramento Autorama.

"We're kind of an appointment-only sort of deal," Carl says. "As anybody who has a bike shop knows, we have a lot of people wanting to come in and see what we're doing. You don't want to be rude or anything, so you bring them in and show them around, but before you know it, the day is gone, and you haven't laid a wrench on a bike, so we're trying to curb that."

So in an effort to satisfy the curious who want to see what it looks like in Carl's "skunkworks", we're showing you what you'll find behind those unmarked doors. We can say the shop is located in Auburn, outside Sacramento on Shell Ridge Road, but not the exact address. We're not saying it's a CIA safe-house situation, but as Carl says, laughing as he does, "No one knows we're here. Not even the mailman's allowed…unless he's got checks, which is very seldom."

As you walk in you'll first come upon the area where Carl and his team do all of the mock-up for their bike projects, and you'll usually find one in the first raw stages of its transformation from concept to tangible reality. Off to the side is a separate machine room stuffed with metal munching mills and other fabricating equipment. And Carl has his area in which to ponder and sketch his designs, several of them shown here. The shop's walls,

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Photos: Mike Chase

giving the place something of an art gallery/museum look, are decorated with a collage of bike magazine stories spotlighting many of Carl's creations. You'll also see a collection of custom-painted gas tanks sitting alongside several shelves full of trophies and awards. Often you'll spot the shop's shaggy mascot Matilda, an English bulldog, of whom Carl says, "She comes to work with me every single day…best employee I have." She likes to paw her way up and down the wooden stairway that leads to a second-floor area set aside for storage and for Carl's office and his work computer.

Within the compact 2,500-square-foot inner sanctum of his design shop, Carl still creates his designs in the old fashioned way—with pencil and paper. "As far as the process goes, we'd get a picture of the rolling chassis, with the motor in place, and I'd lay tracing paper over the actual components and come up with the body design," he says. "In that way the completed bike actually comes out the way the drawings look and there's no misrepresentation." Carl is currently making the move to computers and CAD-CAM, but only in conjunction with his metal-forming machines, not his creative designs, which he still prefers to do with the human element involved.

Meanwhile on the floor below his office, a team of skilled artisans is busy with wrench, welding torch and airbrush. At work in these various work areas you'll find Lynda who, in addition to her regular day job at the Bureau of Motor Vehicles Repair, handles all the custom bike electrics as well as pitching in with assembly assistance. Bud Price is there handling fabrication and bike assembly, and when called upon also creates one-off pieces from scratch. In the spray booth Phil Mazzi deftly delineates the paint schemes Carl conjures up, the paint often flowing on masterly massaged bodywork hammered out by Bob Monroe. By the way one, of the design shop's current projects involves a single-sided swingarm bike that Carl came up with in collaboration with Ft. Lauderdale, Florida, master builder Eddie Trotta. It's a bike that Carl describes as a "bodied chopper with a very thin and sleek profile."

As for his equally low-profile work environment, Carl says, "I don't advertise that we do motorcycles in any way. I don't even have an ad in the Yellow Pages. We're probably knocking out about five bikes a year which doesn't sound like a whole lot until you factor in a couple hundred paint jobs as well." Carl's major focus now is building bikes for the NBA. "Doing the one-off bikes for the ballplayers is kind of our big thing," he continues. "We're making everything oversize for them. The grips are larger, all the levers are larger and spaced farther apart. The average guy couldn't even ride the bike. And of course we're building custom bikes for other customers as well as developing our own line of signature custom parts."

As far the future goes, Carl says, "It looks exciting with all kinds of great stuff on the horizon. I'm also lucky enough that my wife and I both enjoy our work and get to spend time together here at the shop. We also have a great bunch of guys working here, constantly thinking up new things that keeps us highly motivated."

While Carl's design shop is not open for bus tours, you can always speak with Carl by calling Brouhard Designs at 530-887-8702. But to gain access into the inner sanctum, you will need a magic password…. "Build me a bike" seems to do the trick. Of course, "please" might help as well.

—Paul Garson

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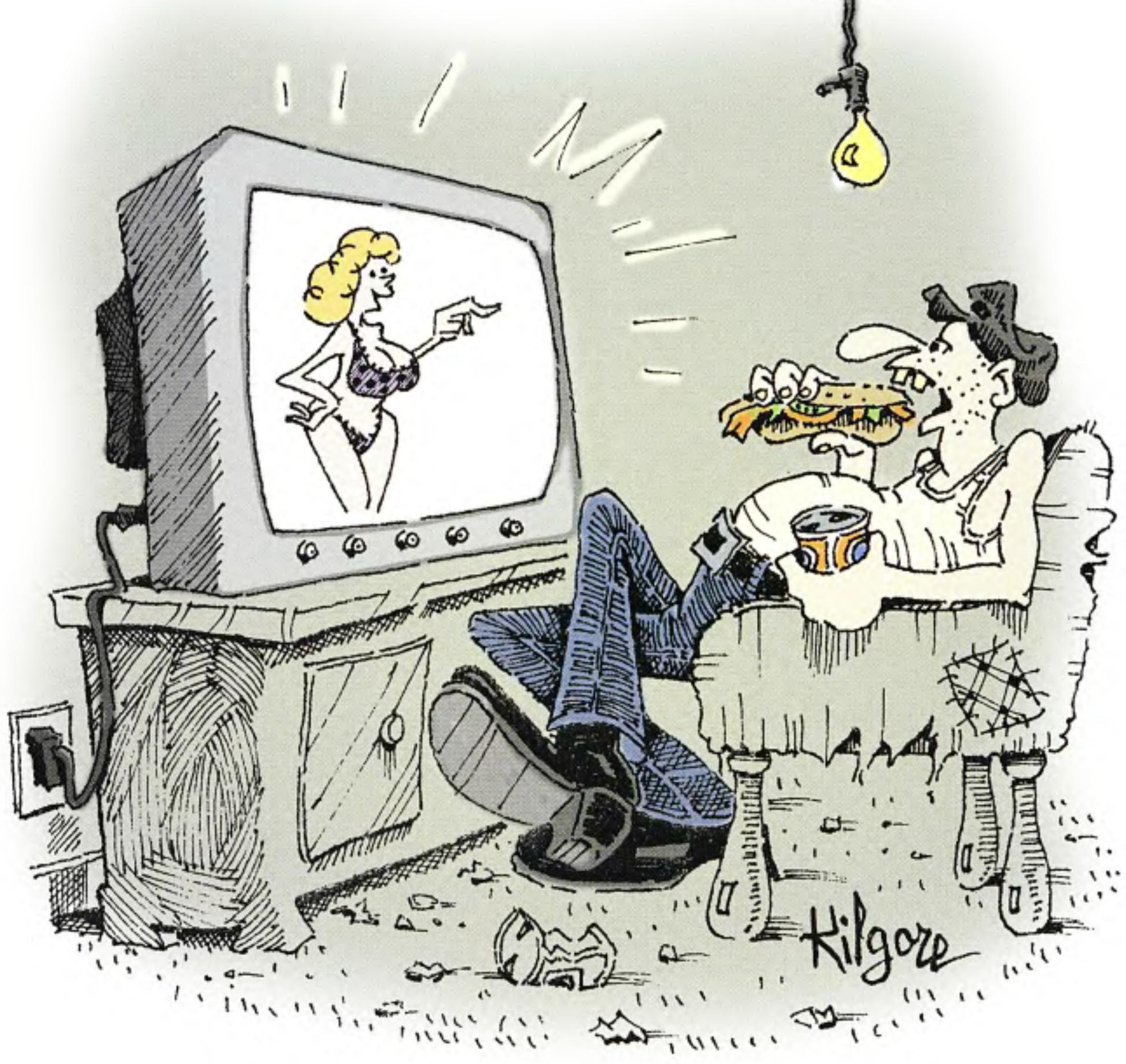

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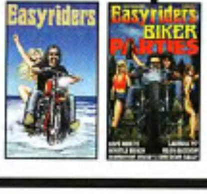

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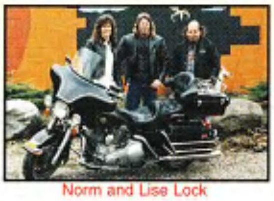
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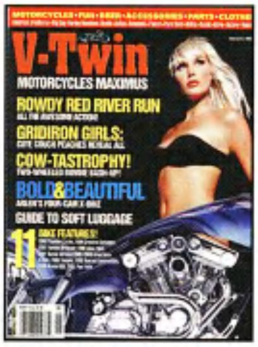
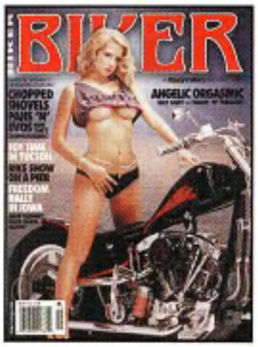


The all-new V-Twin magazine offers absolutely everything you need to feed your two-wheeled passion: the newest products, goodies for your ride: the bikes you want, the finest american and metric custom cruisers; and true stories sent in by riders like you. All presented in our own original warped style of humor. There's no nudity, but plenty of sexy bikini-clad babes in every issue. (Published monthly)



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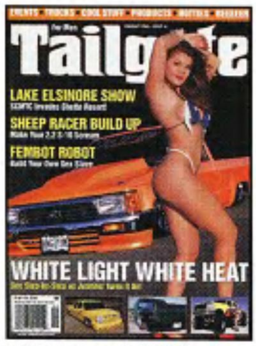
In The Wind is just about the most fun you can have sittin' still. You'll find pix, photos, black-and-whites, shots, prints and snaps of all the great biker bashes. Runs and buns, mugs and jugs, scooters. It's out there, it's in here. (Published quarterly)



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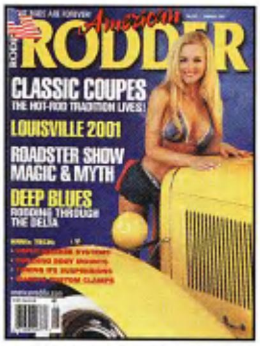
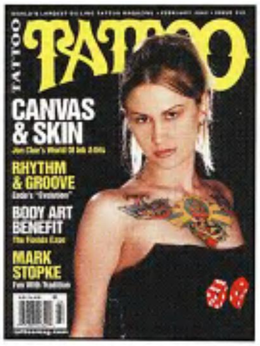


Frenched. Rolled. Pleated. Channeled. Sectioned. Louvered. Shaved. Flamed. If this is your language, American Rodder brings home the richest collection of precious metal around, everything from the straight up '20s right through to the slickback '60s. (Published bi-monthly).



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Prizes are not transferable and not redeemable for cash, except for the cash option associated with the first prize. No substitution of prizes is permitted. You may win one of a total of 1902 prizes—1 Grand Prize, 1 First Prize with a cash alternative, 300 Second Prizes, 300 Third Prizes, 300 Fourth Prizes, and 1000 Fifth Prizes. The motorcycle prizes pictured may not be the specific ones awarded. Total approximate retail value is $212,400.00

Winners will be selected by random drawing from all entries received, and validated by Wood International Solutions whose decisions will be final. Prize winners will be notified by mail within 90 days of the closing date and must acknowledge notification within 30 days, or the prize will be forfeited and an alternate winner selected. In the event that all prizes are not claimed, which is likely, random drawings will be held from among all entries received to award unclaimed prizes

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Winners may be required to execute an affidavit of eligibility, release, and indemnification. All entries received become the property of Easyriders/Paisano Publications, Inc., and none will be returned. Winners grant Easyriders/Paisano Publications, Inc. and its agencies the right to use their names and likenesses for advertising and promotional purposes.

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T W I N   C A M   T H A T   I S

TC TOYS

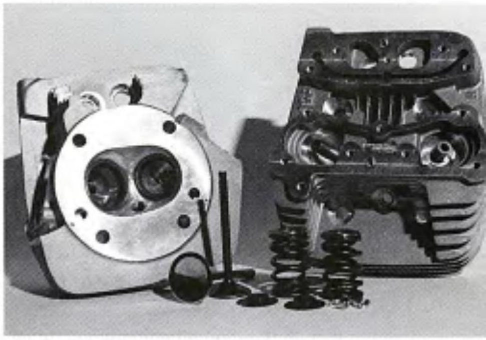
Ah, the sweet smell of spring is in the air (or is it beer?), and there are few things that go as well with that scent as blastin' through the countryside on your scoot. If you're like most of us, you spent a considerable amount of the winter months pickin' through catalogs and wrenchin' on yer bike. This, by the way, is great therapy for the poor bastards stuck in them chilly states that are great for skiers and keeps many a bar in business since ridin' is just plain outta the question.

Those of us living in the more temperate regions of our great country have far less downtime and as a result either resort to cages when it gets to be rebuilding time or have evolved into the ever-growing, two-plus bike genus known as bikus allotus. Proof Darwin had his shit together. This species is commonly found in the warm southern states where it's damn hard to tear a bike apart when the weather is perfect for puttin' 355 days out of the year, so more than one is needed.

This ever-growing species can also be found spending a large amount of time altering its primary mode of transportation in a sort of mating ritual where, like many critters of the competitive nature, the brightest feathers get the attention of a potential mate. Bikers being the animals they are, this fact isn't lost on their beer-addled minds. So here's a few goodies that will help you get the attention and hormones of the opposite sex flowing in your direction. After all, spring is in the air… —*Boxcar*

JIMS Stroker Kits

Size matters! JIMS recently unveiled a line of their all-new Twin Cam Stroker Kits. The flagship of this new line, the 116-inch Stroker Kit, broke new ground for Twin Cam technology by offering the highest quality, fully CNC-milled, forged flywheel assembly to date. These kits feature a massive 4-inch bore piston and cylinder combination with 4 5/8-inch stroke flywheels. This setup produces an amazing 130 horsepower and 145 foot-pounds of torque, making these kits the foundation for high output engines. Each of the flywheel halves is precision machined from aerospace-forged blanks with integral pinion and sprocket shafts. JIMS has once again raised the bar for expected performance and product quality. Just compare and you'll see what they mean. As well as their new Twin Cam Stroker Kits, JIMS also offers a variety of stroker kits for Evolution engines as well. Order your copy of the JIMS catalog today, and see what else is new for 2002. Contact JIMS at 555 Dawson Dr., Camarillo, CA 91376. Phone 805-482-6913, fax 805-482-7422; Web site: www.jimsusa.com.



STD Twin Cam 88 Cylinder Heads

These high performance heads feature a 78cc combustion chamber that works on both stock Twin Cam 88 and the larger 95-cubic-inch motors. In big twins the compression with the stock 3.750-inch bore Harley piston is an improved 9.36:1 ratio for impressive bolt-on performance, increasing to 10:1 with an oversize 3.875-inch bore. Drop in an even higher compression STD/JE Pistons, perhaps a hotter set of cams, and you're really ready to rumble. Give STD Development a call for complete information and suggestions on pistons and cams for street and track. Complete information on the STD product line, with pricing is available in their latest catalog. Contact them at STD Development Co. Inc., Dept. ER, P.O. Box 3583, Chatsworth, CA 91313. Phone 818-998-8226, fax 818-998-0210; Web site: www.stddevelopment.com.

Dyna TC88-2 Digital Performance Ignition System

This plug-in ignition system offers Dynatek's well-known reliability as well as the features that make Dyna ignitions world renowned. The Dyna TC88-2 Single Fire Performance Ignition includes16 programmable advance curves in three groups, from stock to slightly modified motor all the way to "insanely modified motor" settings. There are eight rev-limiter settings in 250-rpm steps and coil compatibility ranges from stock to performance while the coil current is constantly monitored to provide constant full-spark energy. All the stock sensors are used, as well as the connectors and the unit fits right where the stocker used to reside. For more info contact Dyna Performance Electronics, 164 S. Valencia Street, Glendora, CA 91741. Call them at 626-963-1669, fax 626-963-7399; e-mail info@dynaonline.com; Web site: www.dynaonline.com.

TC88 Cam/Gear Cover

Stand-alone good looks is just a by-product of this chrome-plated, billet aluminum cam/gear cover kit. This beauty includes its own mechanical advance (nose cone type) that drives off the rear cam. This setup is time-proven and mechanic-friendly.

The main objective of this kit is to eliminate the externally mounted ignition module and all of the sensors normally associated with the stock Twin Cam ignition, eliminating potential problems. Other features include choice of single or dual fire, OEM coil compatibility and built-in timing light.

For more information contact MID-USA at 800-632-0024 or check out their Web site at www.mid-usa.com.

Bassani True Duals

At last, a True Dual crossover system that performs as good as it looks. Available exclusively from North County Customs, Bassani's new True Duals are a direct bolt-on replacement for stock head pipes. Designed to achieve proper port angle and tuned rear pipe length, Bassani True Duals offer improved low-end torque, appearance and exhaust rapport and carry a suggested retail of $449. Each system is fabricated from 16-gauge steel, finished in rugged, show-quality chrome and supplied with custom-designed heat shields. For a total custom package, complete your True Dual exhaust system with a set of Bassani's revolutionary slip-on mufflers, currently available in four styles. For complete details call 866-439-4287 or catch the full Bassani line at www.northcountycustoms.com.

Crane 1.75 Ratio Roller Rockers

Owners of Twin Cam Harleys can now reap the benefits attributed to high-ratio rocker arms—namely increased valve lift, rpm capabilities along with increased torque, and horsepower—by installing these new units from Crane.

These rockers are precision-investment cast (the same process gun makers use) from 4140 alloy steel, then CNC-machined, shot-peened and through-hardened for maximum strength. Their longer-than-stock ratios improve valve-train geometry, reducing friction. Each rocker is a true 1.75-1 ratio, and their unique design delivers fully pressurized oil to the bushed fulcrum and rollers.

For more info on these and other Crane high-performance products contact Crane Cams Inc., 530 Fentress Blvd., Dept. ER, Daytona Beach, FL 32114. Phone 386-258-6174 or visit www.cranecams.com.

Screamin' Eagle Pro 2-into-1 Exhaust

For some Harley riders two headers aren't better than one. That's why Harley developed the Screamin' Eagle Pro 2-into-1 exhaust system for Dyna and Softail models. The heart-pounding resonance of this new pipe will be enough to let the world know the pipes on your ride are second to none.

Designed specifically for race applications, each system provides exceptional performance and comes with all the necessary hardware for installation.

For more info see your local Harley-Davidson dealer or visit the H-D Web site at www.harley-davidson.com to find a dealer near you, dial 800-443-2153.

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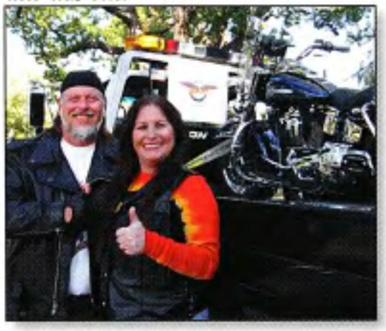

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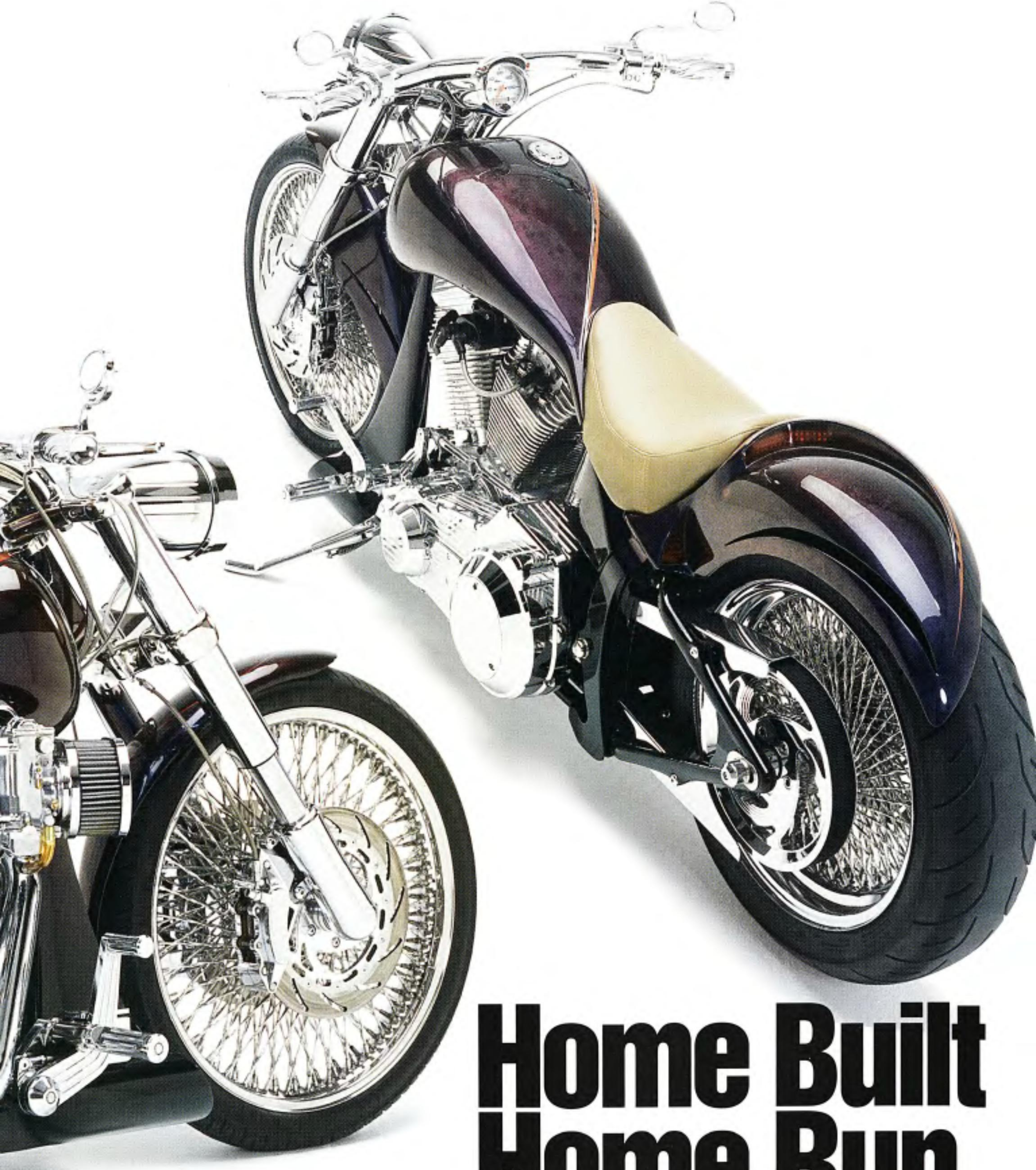
Hey buddy, give me a lift! Anyone can appreciate the athleticism of a guy who can squat 628 pounds of iron and bench press 402 while weighing in at 181 pounds. Michael Pouliot is a competitive power lifter on a national and international level. Recently, he traveled to South Africa and is hoping to qualify for a trip to Aussie country later this year on Team USA. His lifting partners are also his riding partners, which makes for a lot less strain while trying to figure out how to levitate a bike when changing a flat tire out on the road.

Michael has spent the last 17 years wrenching his way to the top of Acura's certified technician ranks, becoming one of the most highly sought after mechanical talents in the Tucson, Arizona area. What? You call him a muscle-bound motor head like that's a bad thing! Actually, Michael lives in his garage. Literally. His loft home boasts over 2,000 square feet of garage below his living quarters.

Complete with two car lifts and two bike lifts, there is virtually no mechanical service that Michael can't perform just as well at home as anywhere else on the planet. Michael named this knockout number, "Cyber-Bike" since it was designed to be the all high-tech version of his earlier creation called "Beater Bike", which he donated to his brother Brian back in Minnesota.



Home Built Home Run

MICHAEL POULIOT CAN POWER LIFT HIS CYBER-BIKE

Michael and his pards ride out to Tombstone, Arizona, or sometimes they just motor over to the old copper mining town of Bizby and stay in the Copper Queen Hotel. Last year in Laughlin, Cyber-Bike was running so sweetly that the back tire was starting to get a tad smooth. Michael could resist it no longer, so he lit it up real decent like and somebody had the balls to ask him what he runs in the scoot. He answered, "Why, it's just some plain old Unocal 110 octane leaded racing fuel of course." Michael keeps a drum or two in the basement for hard times (don't we all!). Any-

thing would run better on that stuff, but now that you know what Cyber-Bike is drinking, the sobering truth of the deal is that this entire bike was built in Michael's garage.

No, he doesn't build bikes for a living, and yes, this big and beefy bike hangs with the best of them. Good old-fashioned teamwork and dedication are the ingredients that Michael cooked up to keep Cyber-Bike from becoming just another 55-horsepower, 98-pound weakling.

Michael told us that the best motor builder in the Tucson area is "Mushroom" at Bikers Dream. If you look real close, you might be able to see the chrome-plated .250 jug spacers that allow a 5-inch stroke. For the most part, it's Patrick Racing on top and S&S lowers. Michael's welding and machining specialist, riding buddy, and sheetmetal wizard, is George Regrutto. George keeps his bike at Michael's house. Maybe that's why he hung around for the last three years to help with things like those spectacular handlebars. They took 22 different pieces of steel, then welded, milled and molded until they had one laid-back set of bars.

When Michael finally got the primered putt bolted together, he rode it every night for three weeks after dark so no one could see him checking for problems. After taking it completely apart and having the chrome and paint work applied, it was Cyber-Bike's day. If you could see the way it looks in the sun, there would be no question that Michael's home-built is cyber-dazzling.

We decided to put two classy chassis together and asked our Fox Hunt winner, the erotic Erika Steele to adorn Michael's fine ride. As you can see, this Missouri maiden is the icing on the custom cake.

—Jeff Moore

Easyriders

passin' gas

Rags was ridin' his Harley through the seedy side of town when he saw a lil' cutie standin' on the corner who was tryin' to flag him down.

He pulled over, she hopped on the back and off they rode. At a stoplight Rags asked her what she did for a living.

"I'm a magician," she replied with a wink.

"No way," said Rags, "prove it."

So she touched his knee and he turned into a motel.

Josh Debra
Graybar, Oregon

Once upon a time there were two brothers. One was a priest and the other was a biker.
One day the elder brother, who was the priest and doing his best to redeem his brother, said to his Harley ridin' bro, who happened to have five wives, "You're breaking God's law. You must tell four of your wives that you are no longer their husband."

Well the badass biker thought a minute with a sour look on his face, then said, "Ya know, since I'm startin' to believe in God and all, I'll stay here and pray while you do God's service and you go try to tell 'em yourself."

Marco Hudson
Ione, California

One morning while making coffee, Tiny walked up to his ol' lady, pinched her butt and said, "Ya know, if ya firmed this up, you could get rid o' that girdle ya wear."

This statement sorta pissed off the ol' lady, but she decided to keep quiet, bein' the good ol' lady that she is.

The next morning, Tiny woke his wife up with a squeeze of her breast and said, "Ya know, if ya firmed these up, ya could get rid o' those bras ya always wear."

Now this really pissed off Tiny's ol' lady so much she couldn't keep quiet any longer. So she rolled over, grabbed him by the package with a firm grip, smiled and said, "Ya know, if ya firmed this thing up, we could get ridda the postman, the gardner, the pool man and your brother."

Blazer Ben
Pendleton, Oregon

A young biker couple on the brink of divorce visited a marriage counselor to get some help saving their relationship.

The counselor asked the wife to describe what the problem was.

"My ol' man suffers from premature ejaculation," the young wife explained.

"Is that true?" the counselor asked, turning to the bro.

"Well, not exactly," the bro replied. "She's the one that's suffering."

Paul D. Brown
Downtown, California

Q: Why can't they teach sex education and drivers education at the same time in the schools in Afghanistan?

A: Because it's too hard on the camel.

Diego Joe
Jackson, Mississippi

A wealthy playboy met a beautiful young girl in an exclusive restaurant. He took her to his lavish apartment where he soon discovered she was actually well bred and apparently very intelligent.

Hoping to get intimate with her, he began showing her his collection of expensive paintings and first editions by famous authors, and he offered her a glass of wine. He asked whether she preferred port or sherry and she said, "Oh, sherry, by all means. To me, it's the nectar of the gods. Just looking at it in a crystal-clear decanter fills me with a glorious sense of anticipation. When the stopper is removed and the gorgeous liquid is poured into my glass, I inhale the enchanting aroma, and I'm lifted on the wings of ecstasy. It seems as though I'm about to drink a magic potion and my whole being begins to glow. The sound of a thousand violins softly played fills my ears and I'm transported into another world."

She continued, "Port, on the other hand, makes me fart."

Long Red,
via the Internet

Brenda O'Malley is home making dinner as usual, when Tim Finnegan arrives at her door.

"Brenda, may I come in?" he asks. "I've sumthin' to be tellin' ya."

"Of course ya can come in, you're always welcome Tim. But where's my husband?" says Brenda.

"That's what I'm here to be tellin' ya, Brenda. There was accident down at the Guinness Brewery…"

"Oh, God, no!" cries Brenda. "Please don't tell me…"

"I must Brenda. Your husband Tim is dead and gone, I'm sorry. His Irish luck didn't hold out."

Slowly, she looks up and asks, "How did it happen, Tim?"

"It was terrible, Brenda. He fell into a vat of stout and drowned."

"Oh, dear Jesus! Tell me the truth Tim, did he at least go quickly?"

"Well, not really Brenda. You see, he got out three times to pee!"

Buddy Spangler
Clifton Forge, Virginia

Q: How many country singers does it take to change a light bulb?

A: Two. One to screw in the new bulb and one to sing about all the good times they had with the old one.

Richard Brown
Pelican Bay, California

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: Michael Pouliot
City: Tucson, Arizona

General

Fabrication: Michael Pouliot
Year/make: 2001/custom
Model: Cyber-Bike
Assembly: Michael Pouliot
Time: 3 years
Chroming: Nu Chrome

Engine

Year: 2001 Evo
Rebuilder: Mushroom
Displacement: 103 cubic inches
Cam: Crane H304-2
Carb: Dual 42mm Mikuni
Pipes: Vance & Hines

Transmission

Year/make: 1998 Harley-Davidson

Painting

Molding: George Regrutto/ Michael Pouliot
Painter: Cycleskins
Color: blue-to-red
Type: Harlequin
Special paint: marbleized

Frame

Year/make: 1997 Daytec
Type: 103-200
Rake/stretch: 35 degrees/2 inches
Shocks: Progressive

Accessories

Handlebars: George Regrutto
Risers: Michael Pouliot
Handlebar controls: Arlen Ness
Fenders: George Regrutto
Headlight: Arlen Ness
Taillight: Michael Pouliot
Speedo: Auto Meter
Pegs: Pro-One
Foot controls: Pro-One
Gas tank: Michael Pouliot
Oil tank: Daytec
Seat: Tucson Upholstery
Mirrors: Paul Yaffe Originals
Grips: Arlen Ness

Front end

Type: Inverted, 63.5mm wide
Builder: American Suspension

Wheels

Make: Pat Kennedy
Size: 21 x 2.5 front/ 18 x 6 rear
Tires: Metzeler/Avon
Brakes: JayBrake

Photos: Paul Martinez

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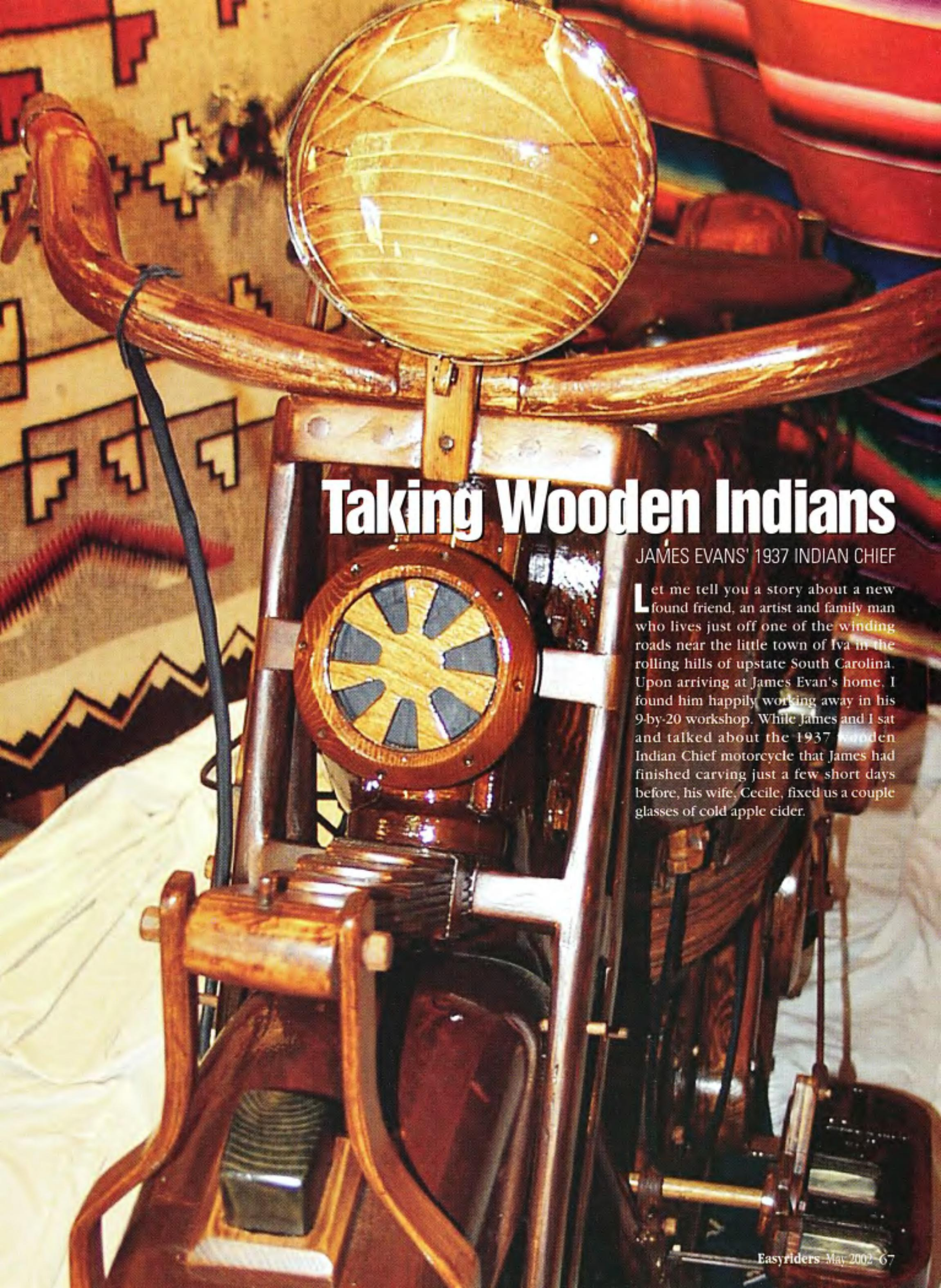
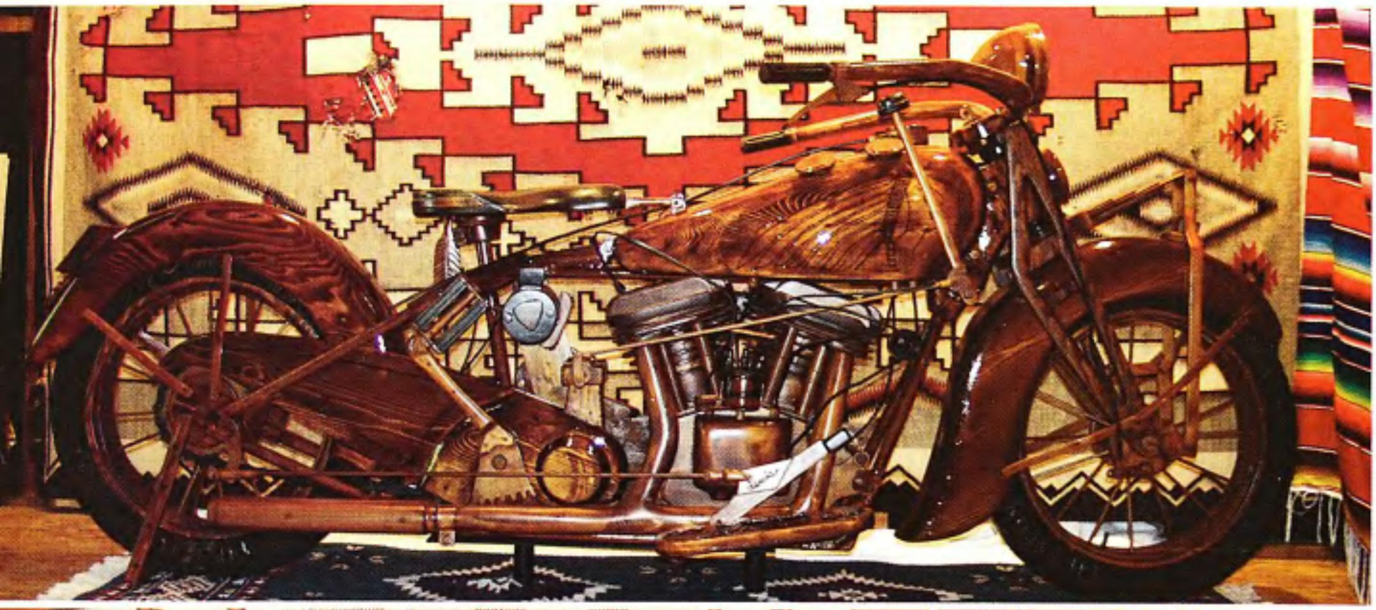


Taking Wooden Indians

JAMES EVANS' 1937 INDIAN CHIEF

Let me tell you a story about a new found friend, an artist and family man who lives just off one of the winding roads near the little town of Iva in the rolling hills of upstate South Carolina. Upon arriving at James Evan's home, I found him happily working away in his 9-by-20 workshop. While James and I sat and talked about the 1937 wooden Indian Chief motorcycle that James had finished carving just a few short days before, his wife, Cecile, fixed us a couple glasses of cold apple cider.



From what I've seen, heard and can attest to, James is an artist, craftsman, and creative genius who thinks differently from other mainstream artists and sculptors. The seeds of his artwork were planted in him as a youngster being parented for a season by his sister Patty and her husband Bill Senesac in Los Angeles. In those days, Bill and his brother, Donnie, along with James' helped to build a real Indian Chief from a basket-case pile of rusted parts, into a gleaming everyday ride. James will always remember the wind blowing smoke in his face from the leaking oil of that old Indian as they rode up and down the local roads.

Photos: Michael Johnson

According to James, art is a cross section of a man's spirit and soul bringing physical substance into the world. James told us that there were three sets of hands building the wooden Indian motorcycle: James', Cecile's, and God's, whose hands have been there from the beginning. Art curators, visitors and friends alike have told James that this incredibly detailed wooden Indian ought to get him a doctorate in fine art. As with any great work of art, there is a stream of events that mature the artist's talent, and this 1937 wooden Indian motorcycle is truly a mature work of art that was a long time coming...three years worth of blood, sweat and tears to be exact.

But why spend three years of your life creating a wooden motorcycle? Certainly the building of this art piece was a journey where very few or possibly no man had gone before. From an initial idea, James followed the inspiration churning from within, to carve this wild wooden ride as a tribute to the spirit of the Native American. He started this project thinking it could be finished in just six short months. Nearly three years later, during the 7 o'clock hour in the early evening of August 26, 2001, the Centennial year of the original Indian Motocycle Company, James finished his moto-masterpiece.

The bike is made from basic stock wood, blind screws, nails, and glue. Imagine the mountains of sawdust created from endless hours of sanding with a wood rasp to form the gas tank, fenders even the 18-x-4.5-inch Firestone tires. Check out the awesome details, like the leaf springs with grease fittings in the front suspension above the front tire, and the engraved insignia on the Willard Battery Company.

The wooden Indian has two secret cabinets in the engine compartment, which stores sipping whiskey—Jack Daniels of course. The gas tanks hide another secret drawer to stash your stashables, vintage shot glasses and Cuban cigars.

With a respect for every American's lifestyle and freedom, James' work is here to celebrate not only the work of the 21st century but profound works of art the Native American Indians produced in the 18th, 19th and 20th centuries. This silent scooter is a true work of talent and patience dedicated to all who love the trees, the woods, and the wind.

For those interested in viewing his work of art, you may contact James Evans online at: JLE700@aol.com.

—Michael Johnson

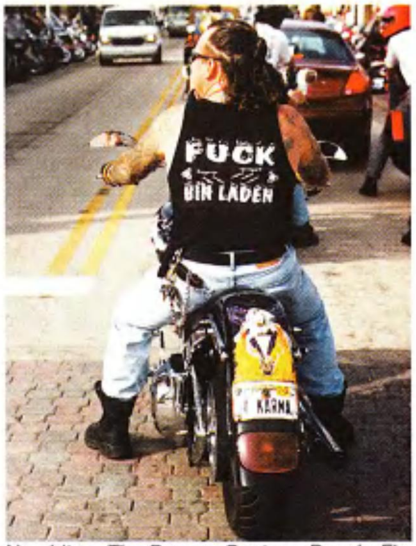
Randy and Cricket ridin' free in Maine.

—Robert Randall, Hill, N.H.

Good friends and good times.

—Katmandu, Port St. Lucie, Fla.

Bead magnets at Biketoberfest 2001. —*Deacon, Sanford, Fla.*



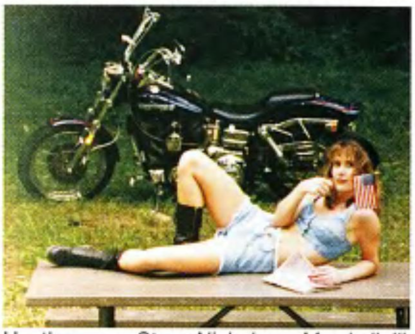
No shit. —*The Breeze, Daytona Beach, Fla.*

—*Eric McCarty, Steve Imlay, St. Jo., Mo.*

Titty meter boob baiters. —*Pat Hickman, Plain City, Ohio*

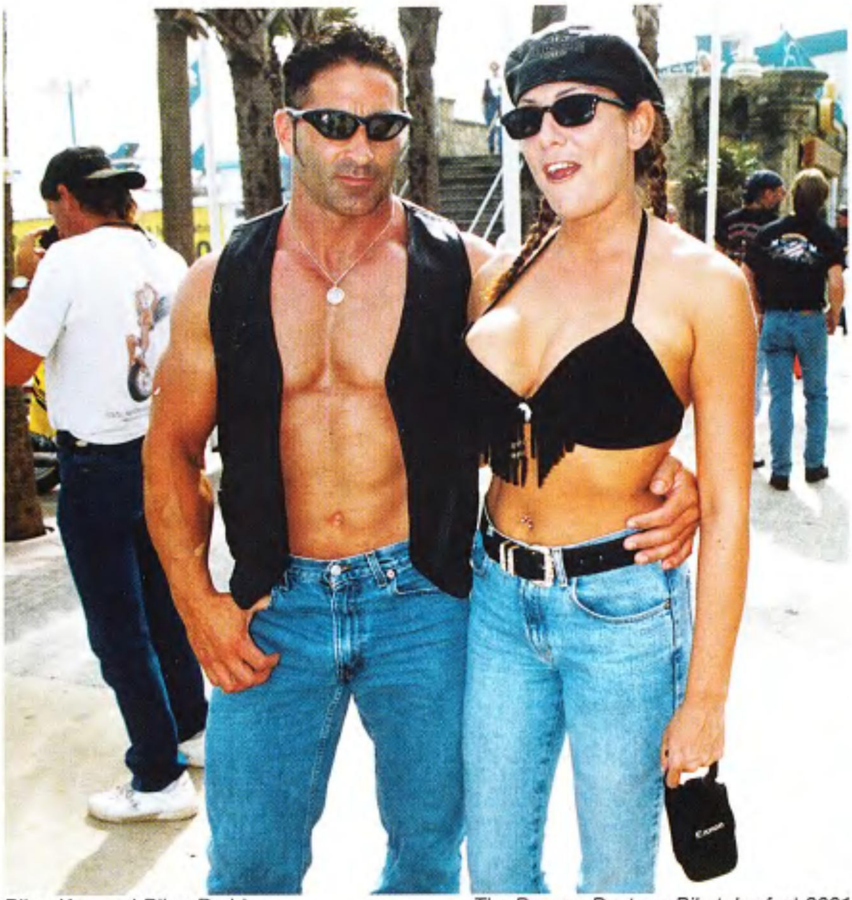
Another beautiful day. —*David Hrycyk, Daytona Beach, Fla.*

—*J.W. Buck, Daytona Biketoberfest 2001*



Heather. —*Steve Nicholson, Marshall, Ill.*

Peek-a-boob. —*Marilyn Revere, Lakewood, Colo.*



Biker Ken and Biker Barbie. —*The Breeze, Daytona Biketoberfest 2001*

—*Robert Stroud, Rt. 66, Arizona*

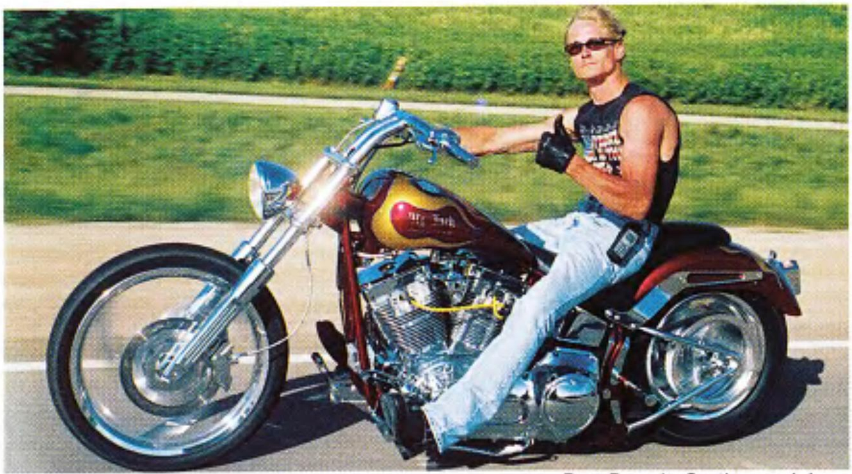
—*Taz, Valparaiso, Neb.*

Former Ms. Easyriders, Lori, makes lotsa friends. —*Marilyn Revere, Lakewood, Colo.*

Brian's beer-powered putt. —*Sara Laliberte, Pittsburgh, Pa.*

Ahh-ooogha! —*Fred Stoll, Holly Hill, Fla.*

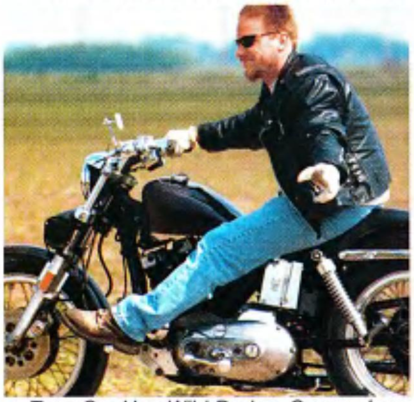
Could easily feed an army at Sturgis 2001. —*Alex Roberts, Rochester, Mich.*



Stylin'. —Bret Brandt, On the road, Iowa

—Rick Koury, Daytona Biketoberfest 2001

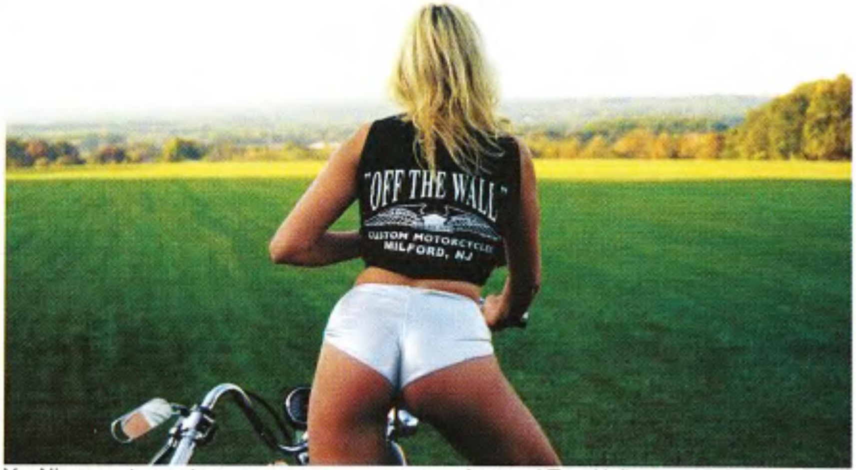
Damn sexy at Roscoe's 16th Annual Chili Challenge. —Doctor Joe, Lakeland, Fla.



—Terry Orr, Hog Wild Rodeo, Cones., Iowa

Stars and Stripes, forever. Flatheads, too! —Foto Frank, Daytona Biketoberfest 2001

—Ray Owens, Welcome, N.C.



Yo, Nipps, cute pooter. *—Lee and Tara Holleman, High Bridge, N.J.*

Ready for war. *—Steve Biglin, Miramar MCAS, Las Vegas, Nev.*

Bars to the stars. *—Suzan Klein, Flagler Beach, Fla.*

Old-school thrills. *—Bonnie Eccles, Callender, Iowa*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, 6 x 7, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). Mail to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. WE NOW ACCEPT DIGITAL PHOTOGRAPHY!

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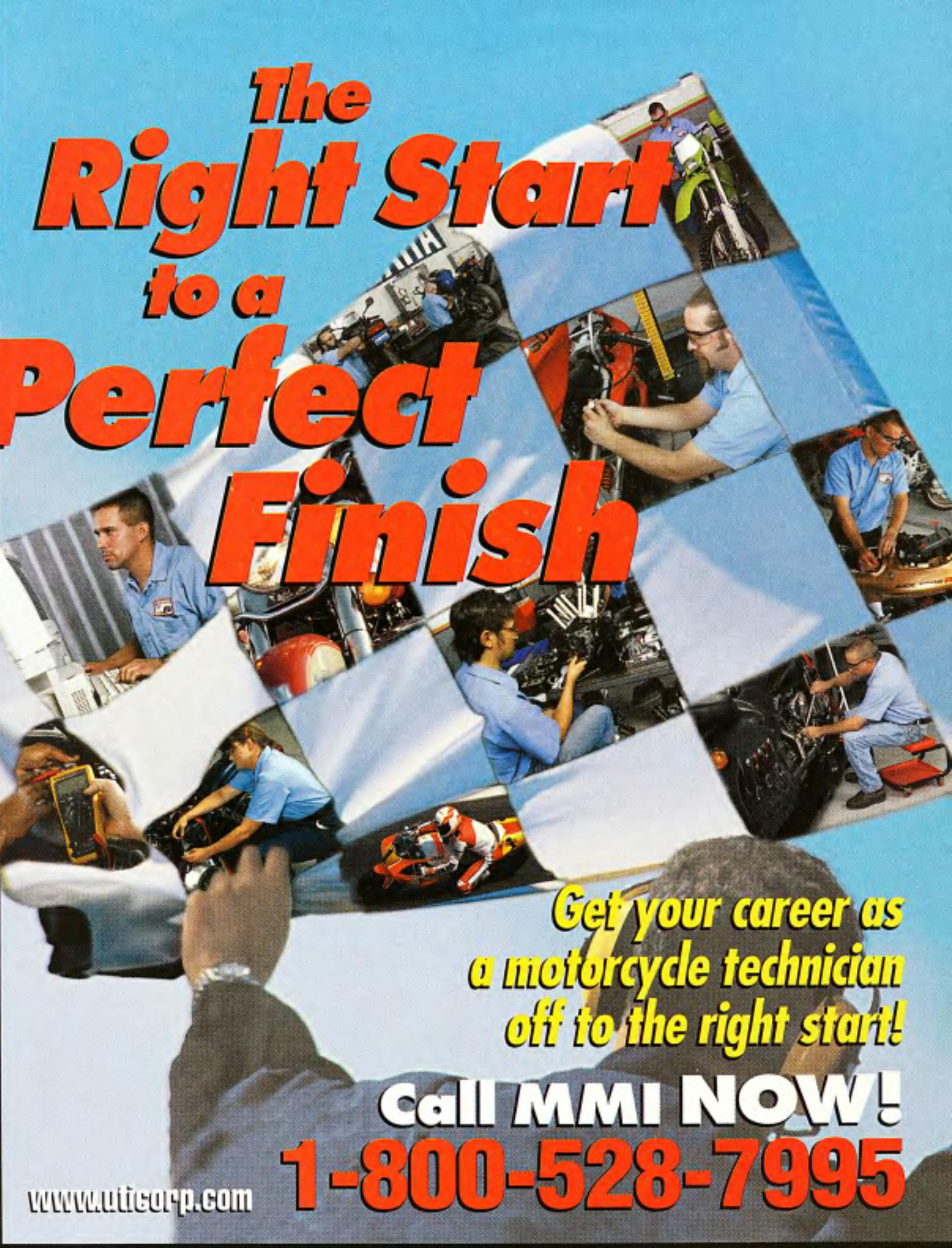

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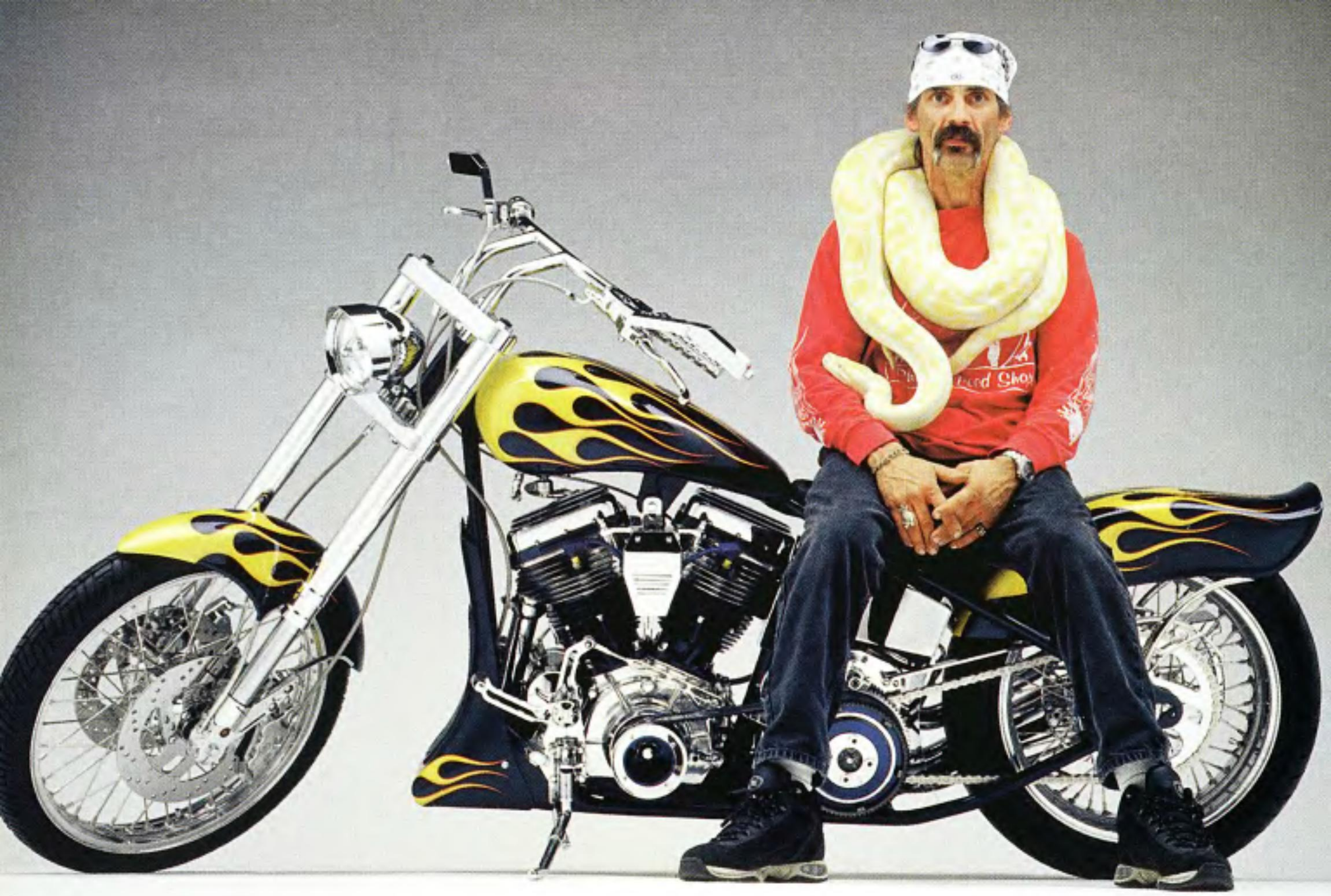
Purple Panic

MEETING DANGER HEAD ON

Bike runs can get damn dangerous. The bigger the run the more dangerous it becomes, too. We're not talking about riding there, or even about all the in-town cruising and profiling; ride with a loud enough set of pipes and a mind set that you're invisible and it's no trouble dodging the jerks who cut in front of you two seconds after making eye contact. Nope, we're talking about the dangers of disenchantment, like when you find out that the bike you came in on really isn't as special as you thought it was back home in the garage. That's the sort of run-danger that led up to the construction of this flamed-out panhead rigid, a one-off custom that's special anywhere.

Jesse Martinez was a regular customer at Phil's Speed Shop in Orange, California. Blasting around So-Cal on a mildly tricked Fat Boy that Phil had done up, Jesse was a happy guy figuring he had it all.



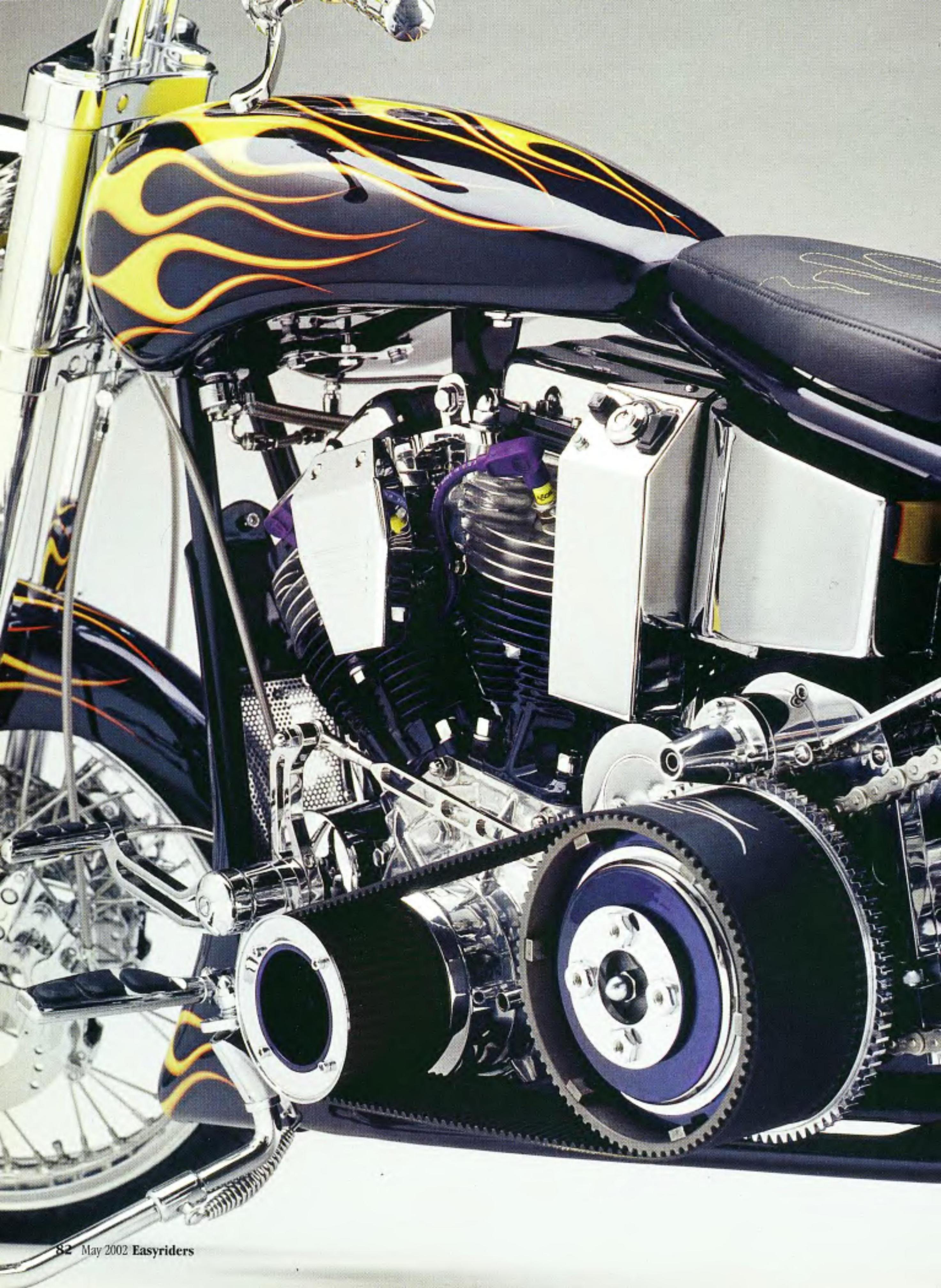
Well, about five years ago at Laughlin, he found out that he didn't. Jesse and Phil were wandering through the casino parking lots, admiring some of the Ness builds and other high-end customs, when suddenly Jesse's Fat Boy didn't look so trick to him anymore. Suitably impressed, he found himself asking Phil if maybe he could build him something sort of like one of these bikes.

"Absolutely," came the answer. "What'll it be?"

It'll be this rigid pan, a classic chop sweetly blending the traditional with the tomorrow, a ground-up bike incorporating authentic, vintage H-D power and current-tech billet detail into the same package. It didn't come easy.

It was Jesse's idea to base the ride around some classic power, either a knuckle or a panhead. Before too long the guys had found and bought a basket case panhead bike, a '52 motor and trans mounted in a swingarm frame someone had welded a rigid loop onto. All that's left from that, of course, is the engine and transmission. Everything else is brand new, based around a stretched and raked Paughco wide-tire frame and plenty of Phil's fabrication. And all the detail is Phil's, usually working off Jesse's basic requests. Like the front air dam; Jesse wanted it, Phil built it. Same story with the fenders. Jesse wanted a fat fender on the back, and Phil responded with this sectioned and widened FL number with internal strutting, matching it with the lightly skirted and pointed front fender. From concept to color it's all Jesse's plans and Phil's hands, and it all works.

At the first bike show the guys entered, last year's Easyriders Pomona party, Jesse and Phil took home "Street Custom" honors, and followed that up at Sacramento with "First Place Best of Show." Then, at the Ohio Invitational, Jesse's deep purple pan was picked as the "Editors Choice." As if all that wasn't enough, back home at Rip's BAD Ride the bike scooped up yet another trophy. And Laughlin? The guys can't wait to get there now. There's nothing dangerous about that place anymore. Not for Jesse Martinez. *—Joe Kress*



Owner: ....Jesse Martinez
City: ....Orange, California

General

Fabrication: ......Phil's Speed Shop
Year/make: ..1952 Harley-Davidson
Model: ....panhead
Assembly:..........Phil's Speed Shop
Time: ...."just long enough"
Chroming: .............O.C. Chroming

Engine

Year: 1952
Rebuilder:..........................Fast Phil
Displacement:........74 cubic inches
Cam: ....Weber 3
Carb: ....Weber
Pipes:...............................Paughco

Transmission

Year/make: ..1952 Harley-Davidson

Painting

Molding: ....Fast Phil
Painter: ....Wess
Color:..........................Purple Panic
Type: ....House of Kolor
Special paint: ....flames, by Danny Shoulz

Frame

Year/make:........................Paughco
Type: ....rigid
Rake: ....35 degrees
Stretch: 1-inch
Shocks: ....nope

Accessories

Handlebars: ....Ness
Risers: ....none
Handlebar controls:....Performance Machine Contour
Fenders:..........custom by Fast Phil
Headlight:......................Headwinds
Taillight: ....Harley-Davidson
Pegs: ....Performance Machine
Foot controls: ....Performance Machine
Gas tank: ....Fat Katz aluminum
Oil tank: ....custom wraparound
Seat: ....by Snakeman/Fast Phil
Mirrors:.........................Low Profile
Grips: ....Ness

Front end

Type: ....inverted
Builder:....................White Brothers

Wheels

Make: ....Performance Machine
Size: ......21-inch front/18-inch rear
Tires: ....Metzeler
Brakes: ....Performance Machine
Photos: ....Michael Lichter

FoxHunt

Meet December's Winner

Seeing as how this issue is our tribute to America's hottest exotic dancers, it's no wonder that your December Fox Hunt winner, Erika, is listed among the few, the proud...the strippers. That's right, those lovely lasses sent into this world to bring you moments—in some cases, longer—of pleasure and part you from your cash. Erika is one of the few who bring the title "Feature Entertainer" to a whole new level. For example, you may have seen her on *Playboy TV*, or her stint on *Springer*—what, you thought it was real? Yeah, so's pro wrestling. Anyway, if ya missed those, be sure to catch her on an upcoming *HBO's Real Sex*. You can also get an eye full on her Web site at www.cluberika.com. For now, though, flip to page 56 and see her combined with Mike Pouliet's new tire-shredder, shot by our Arizona ace Paul Martinez. Excuse me Miss, can ya break a $100?

—*Johnny Queef*

Angela—Ohio

#501

"It was Excellent! I was wearing a short skirt and it was cold. The car behind us turned their high beams on and mine were on too."

Nathalie—Nebraska

#502

"While at college I got a ride from the new guy at school. I remember him yelling 'Hang on!' as we pulled away from the bus stop and zoomed through the campus. I now have a need for speed."

Aimee—Pennsylvania

#503

"My first ride was outrageously stimulating. I remember my first thoughts were, 'I could get off on this.'"

Ambre—Maryland

#504

"July sun, stifling heat, sexy boy in tight jeans offers me a ride. End result? Simply climactic."

Stephanie—Connecticut

#505

"My first ride on a Harley was during Myrtle Beach Bike Week. The vibrating engine got my juices flowing. Now, I'm always lookin' for a good ride."

Kelly—Pennsylvania

#506

"My first ride was absolutely invigorating. Never before have I felt anything more powerful and free. Now I can't get enough."

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone, and deluxe accommodations at a hotel—with indoor plumbing, even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Send in more than one and let us decide. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Easyriders, Inc.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #347 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes April 1, 2002. The voting deadline for this month's crop of cuties is April 30, 2002. We'll announce the winner in the September 2002 issue.

Here she is, the January 2002 monthly Fox Hunt winner, Adrianne, Number 101, from Myrtle Beach, South Carolina. See more of her next issue.

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FOX HUNT
P.O. Box 3000,
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Model's Name ____________________
Address ____________________
City ____________ State ________ Zip ________
Daytime Phone ( ) ________ Evening Phone ( ) ________
Date of Birth ____________ I am ________ years of age
I will pose fully nude ____________
Model's Signature ____________________

Photographer's Name ____________________
Address ____________________
City ____________ State ________ Zip ________
Daytime Phone ( ) ________ Evening Phone ( ) ________
Photographer's Signature ____________________

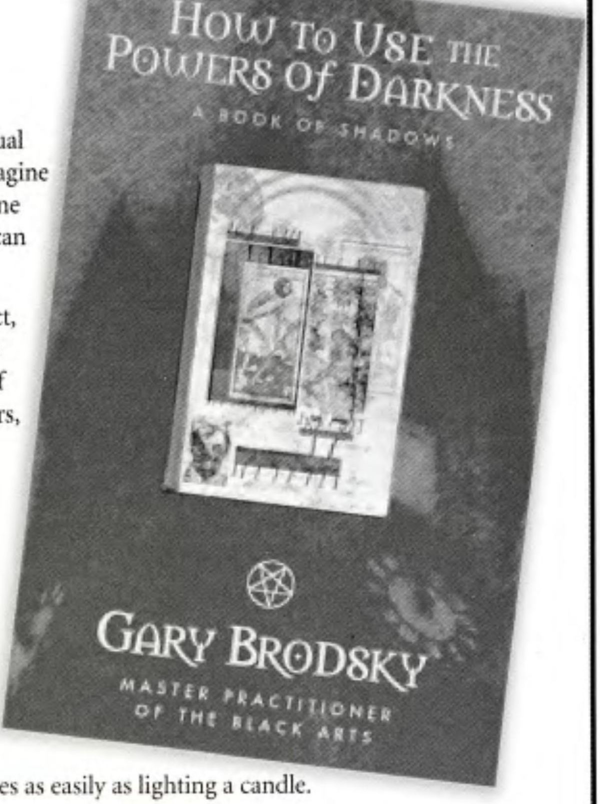
Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

THE POWERS OF DARKNESS

The following statement seems fantastic, but it is undeniably true.



Centuries ago man understood and controlled forces of unbelievable power.

Imagine being able to control those around you. Imagine having sexual powers beyond your wildest imaginings. Imagine fearing no one. Imagine having the ability to create your own infinite source of wealth. Imagine wielding the power to bend the laws of nature. No matter what you can imagine, it was once reality.

Today little is know about the uses of such dark enchantments. In fact, most of what survives, such as Astrology, Crystals, and Tarot Cards is so watered-down as to be practically meaningless. The true origins of most New Age rituals are unknown to most modern-day practitioners, lost over the centuries as such wisdom became more and more shrouded in secrecy. Obviously, those with the knowledge and power weren't too eager to share it with others.

Now for the first time in centuries, the secrets of the ancient shamans are revealed and collected by Gary Brodsky in **THE POWERS OF DARKNESS.** This isn't a dull history book — **THE POWERS OF DARKNESS** is a simple step-by-step, how-to manual of the Dark Arts. All the long-lost diagrams, secret spells, and ancient incantations are laid out in easy-to-follow text and illustrations. Even if you never before attempted to cast a spell. **THE POWERS OF DARKNESS** will help you harness the Dark Forces as easily as lighting a candle.

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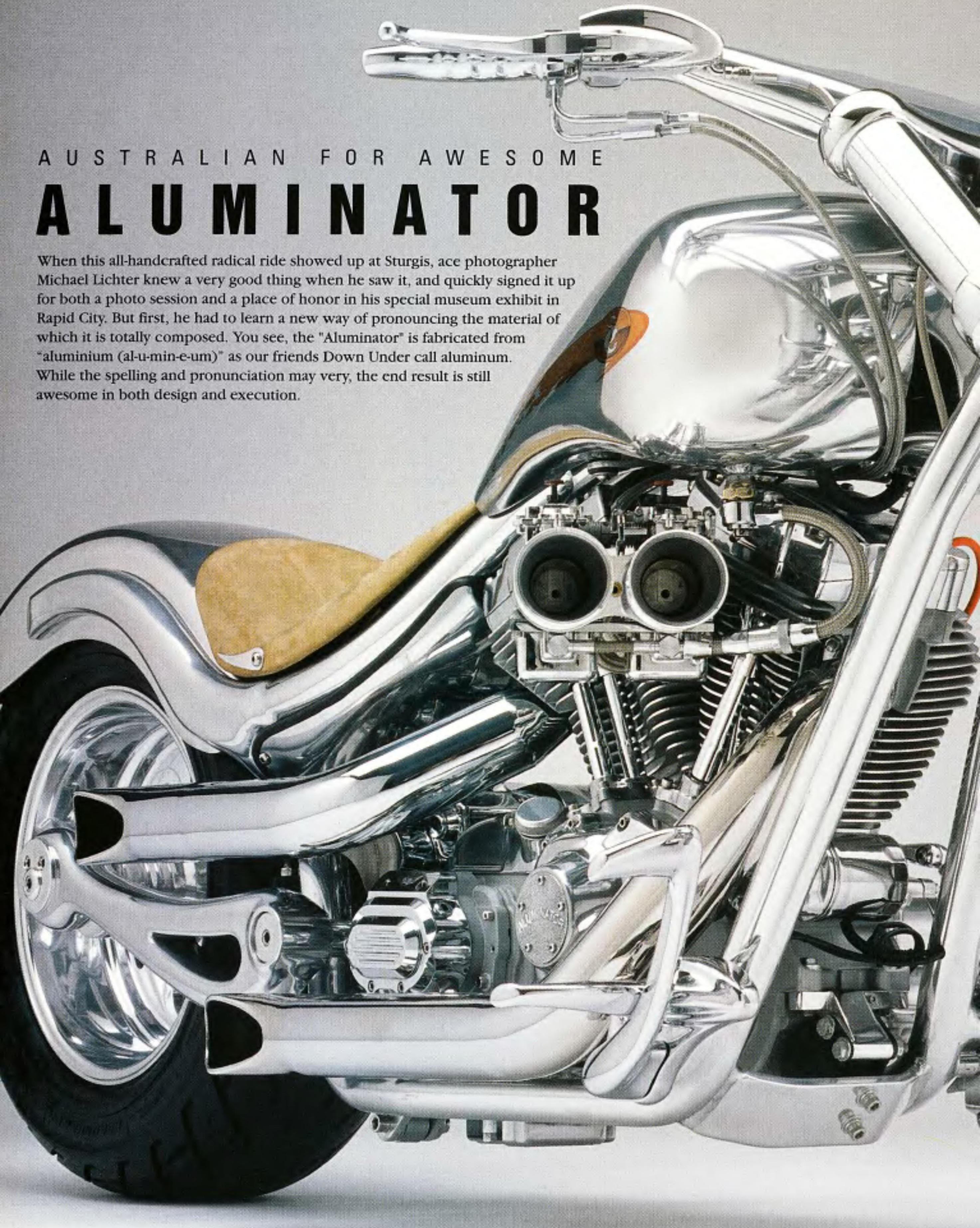
AUSTRALIAN FOR AWESOME

ALUMINATOR

When this all-handcrafted radical ride showed up at Sturgis, ace photographer Michael Lichter knew a very good thing when he saw it, and quickly signed it up for both a photo session and a place of honor in his special museum exhibit in Rapid City. But first, he had to learn a new way of pronouncing the material of which it is totally composed. You see, the "Aluminator" is fabricated from "aluminium (al-u-min-e-um)" as our friends Down Under call aluminum. While the spelling and pronunciation may very, the end result is still awesome in both design and execution.



Aluminator was created by Scotty of Scotty's Cycle, whose shop is located in the small country town of Uralla, population 3,000, in northern New South Wales. The area is almost alpine in nature thanks to its 4,000-foot altitude, which gets pretty nippy in the winter, so there's plenty of bike building season. Scotty's been in the industry for over 20 years and for the last six years has been running Scotty's Choppers. "In Australia there's probably only three companies building hand-built customs to the customer's specs. We produce four of five bikes a year, and also press out aluminium fuel tanks for other custom builders, as well make up alloy mudguards (aka fenders) and what not for the general public and other bike shops. But the bulk of our work is building one-off bikes from the ground up including custom frames, fuel tanks, oil tanks, exhausts, handlebars, everything."

The story behind the Aluminator started with a set of custom aluminum handlebars Scotty created out of 1 1/2-inch diameter tube. "The customer, a longtime friend and a mechanic, liked them so much, he said, it'd be nice to have a motorcycle completely built out of aluminum. I said, well, we can probably do that. When we started building it, we all could see the potential. The customer decided to come on board in the project, so he fired up the costs for all the bits we had to buy, and I coughed up my side of it by building the bike as a joint effort."

Scotty explains that perhaps the most difficult aspect of the hand fabrication involved the hundreds of hours shaping the alloy plate into the intricate shapes required for the handlebars, the rear swingarm and the rear struts. He also bought a brand new Dyna, stripped the drivetrain out of it, and sold off the rest. "People in Australia thought we were quite mad to buy a new Harley and gut it, but it was actually less expensive for us than just try and buy the Twin Cam engine and gearbox. The Aluminator took a year to finish, then we entered it in the 2001 Big Boy's Toys bike show in Sydney where they look for the best custom bike in Australia. We took home first prize and a $10,000 check, and then we thought, whoa, why not take it to Sturgis."

Another Aussie bike fan, photog, and a longtime contributor of Australian bike news to *Easyriders,* Dave Mawson of Sydney, helped get the whole thing rolling when he brought the bike to the attention of *Easyriders,* eventually suggesting that Scotty take the Aluminator to Sturgis. In fact, Scotty offered Dave a free ticket and an invitation to join them in Sturgis, all bills paid except for "booze and penicillin shots," the disclaimer added after they joined Dave at one of his Sydney nightclub parties.

"So we flew the bike over to Sturgis. Michael Lichter photographed it, and liked it so much he wanted to put it in his museum exhibit in Rapid City, and it stayed there for most of the week. We then decided to leave it in the U.S. and returned to Australia. At the moment it's on loan to Thunder Mountain Harley-Davidson in Ft. Collins, Colorado, with a view to selling since that's always an option, although we'd be happy to put it in a glass case and hang it on the wall," says Scotty. "What's happened is that Thunder Mountain has quite a few customers looking for upper market customs, but not as expensive as that bike. So we're in the process of building two choppers to bring over to assemble at Thunder Mountain. They'll be along the lines of the Aluminator, however, with a steel chassis but fitted out with everything else we make. One will be a Twin Cam, the other an Evo. We can make more if the demand is there, and indications are that there will be."

If you're interested in more information, you can contact Scotty, but he suggests that U.S. residents hook up with Todd Erdmann at Thunder Mountain because they are local. While the price tag for the one and only Aluminator is $90,000, the second-generation bikes available through Thunder Mountain will be in the $60,000 range. Meanwhile the Aluminator will be traveling to about 20 different bike events across the country including the Easyriders Bike Shows so people can get a first hand look at Scotty's masterpiece.

You can also find out more about Scotty's Choppers by logging on to www.scottys-choppers.com.au or call Thunder Mountain Harley-Davidson at 970-493-3137 or try out their Web site, found on the World Weird Web at Thundermountainharleydavidson.com.

—Paul Garson

J&P CYCLES
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Owner: ....Scotty's Choppers
City: ....Uralla, NSW, Australia

General

Fabrication: ......Scotty's Choppers
Year/make: ..2000 Scotty's Custom
Model: ....Aluminator
Assembly: ....Scotty's Choppers
Time: ....12 months
Chroming: ....Southern Cross Chroming

Engine

Year: 2001
Rebuilder: ....Scotty's Choppers
Cam: ....Harley-Davidson
Carb(s): ....Twin Edelbrock QuickSilvers
Pipes: ....Scotty's Choppers

Transmission

Year/make: ....2000 Harley

Painting

Molding: ....Scotty's Choppers
Painter: ....Ken Finn
Color/type: ....Clear
Type: ............P.C. Clear

Frame

Year/make: 2001
Type: ....Scotty's Choppers
Rake: ....45 degrees
Stretch: ....2 inches
Shocks: ....hydraulic over rubber

Accessories

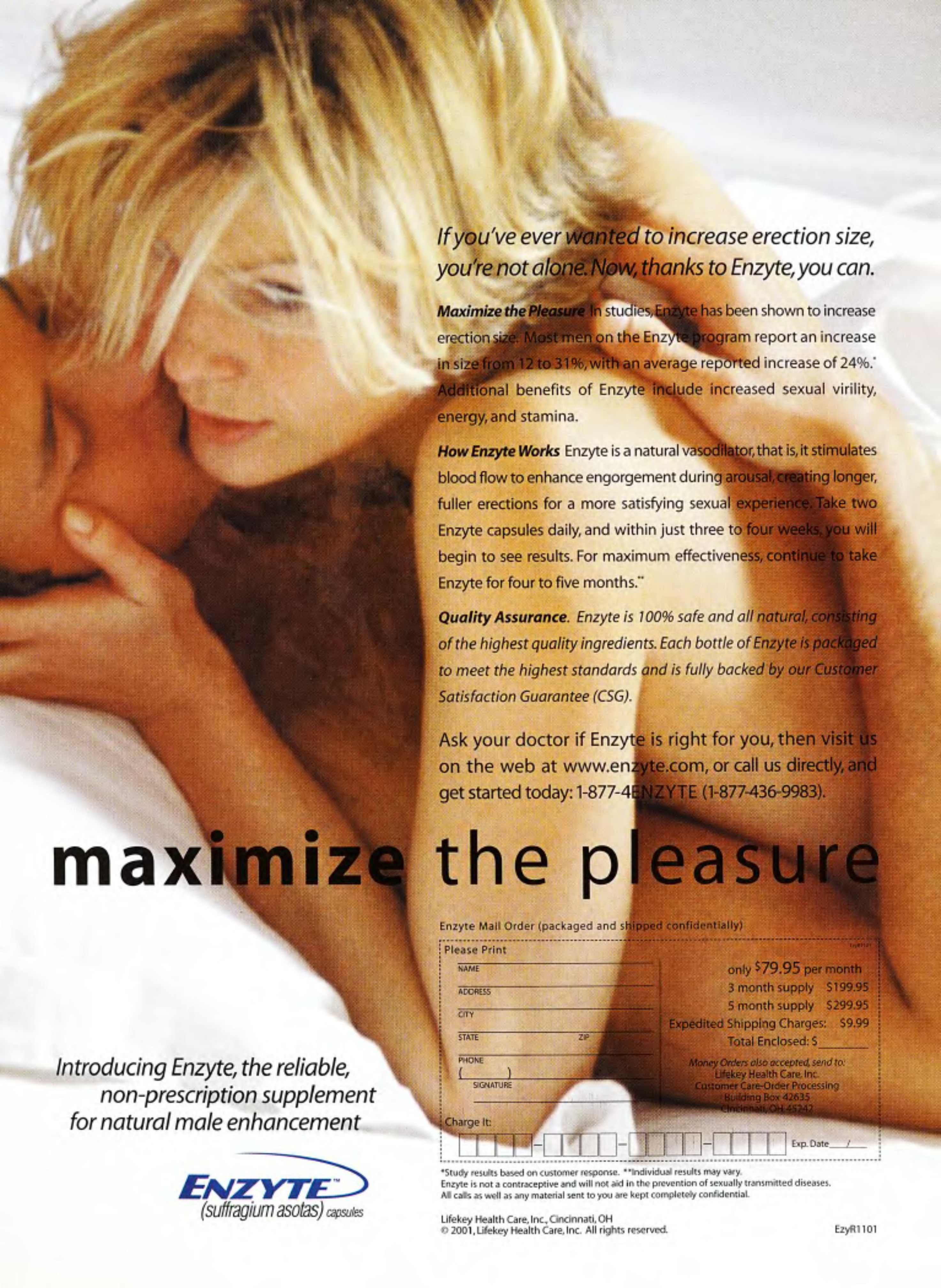
Handlebars: ......Scotty's Choppers
Handlebar controls: ....OMP
Headlight: ....Scotty's Choppers
Taillight: ....Scotty's Choppers
Speedo: ....Dakota Digital
Pegs: ....OMP
Foot controls: ....OMP
Electrics: ....Harley-Davidson/ Scotty's Choppers
Gas tank: ....Scotty's Choppers
Oil tank: ....Scotty's Choppers
Seat: ....Scotty's Choppers
Grips: ....OMP

Front end

Type: ....American Suspension/ 4-inch inverted

Wheels

Make: ....Sturgis
Size: ......21-inch front; 15-inch rear
Tires: ....Avon
Brakes: ....TechnoPlus
Special Features: ....all-hand fabricated aluminum
Photographer: ......Michael Lichter



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EzyR1101

LAS VEGAS BIKE FEST

THE BIGGEST STREET PARTY IN SIN CITY

Modern Las Vegas may be known for a lot of things, from its beginnings as Mafioso Bugsy Siegel's last construction site to serving as retirement pasture for many a celebrity, but mostly, of course, for being the gambling capital of the world. One thing Las Vegas isn't really known for, though, is as being a Mecca for motorcycles. Small wonder, too: With temperatures often soaring into the 120s throughout most of what we'd consider the normal riding season and flash floods dominating much of what's left of the year, a two-wheeled rider putting around Las Vegas would be asking for serious trouble — die of a heat stroke or possibly drown.

But Las Vegas is one of the fastest growing cities in this country, and it was only a matter of time before Harleys would take over the city streets. Now, there's even a Harley-Davidson and an Indian dealer in town, as well as numerous independent shops, such as Denver's Choppers. And where there's bikes, there's bound to be a bike fest.

Although a couple of bike events tried to get a foothold in the Las Vegas scene, they weren't very successful. Until last year, that is, when the very first Las Vegas Bike Fest came to town, despite the fact that terrorism shook the country to its core just two days before the event opened. Organized by Full Throttle Events, the shindig was a full success because, as Pam Schwartz, the executive vice president at Full Throttle explains, "We had the support of the motorcycle industry and the support of the city of Las Vegas. We've been doing events in Las Vegas for the past 20 years and we're very familiar with the Las Vegas market. My brother Harry rides a bike, so it all just came together."

And come together it did: An estimated 6,000 folks came by to check out the 98 companies displaying their wares at the Fremont Street location in downtown Las Vegas. These numbers may not seem so impressive compared to "ancient" events like Sturgis or Daytona, but not only was it a first time, it also "most definitely got hurt by the tragic events of September 11," Pam says. "We had people from 37 different states attending, but about 35% of those who had pre-registered couldn't come, because they couldn't fly in. Of course, we don't know how many people had planned on coming who weren't pre-registered."

Although the three-day event suffered noticeably from the subdued atmosphere created by the terrorists, the Las Vegas Bike Fest managed nonetheless to give the attendees what they had come for in the first place: lots of bikes, a plethora of babes, and tons of entertainment.

Spread out over five city blocks, there were roaming street performers, live music and unlimited food and drink. You had 10 casinos with 10,000 of the loosest slots at your service, or you could enter a tattoo contest in the Vendor Village, check out the babes parading all over the place or listen to the tunes of Canned Heat and the Fabulous Thunderbirds.

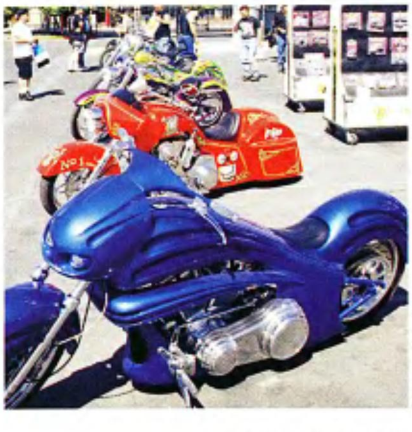
Along Fremont Street, show bikes of all categories and classes were spread out to vie for attention, while upstairs at Binion's Horseshoe Casino, beautiful women tried their luscious best to bribe a panel of judges into voting them Miss Las Vegas Bike Fest. Of course, there was also a wild wet T-shirt contest at the Plaza Hotel and Casino, a poker run (plus barbecue), and, in an emotional highlight, Friday night saw a patriotic Fremont Experience salute to the events in New York, culminating with a minute of silence in memory of all the lives lost due to the destruction of the World Trade Center and the Pentagon.

All in all, it was a biker's paradise. And while most of its features will remain the same for this year's version, some things are going to change—for the better, of course. "There'll be more space and consequently more vendors," according to Pam, "and we've extended the numbers of hours until 10 p.m., meaning vendors will be open until well into the night as well as on Sunday. We've also added another poker run, because last year's was so popular, with more than 500 people participating, so we'll have one on Friday and another one on Saturday, and we're going to add a poker walk along Fremont Street."

Apparently, some of the ladies attending last year felt short-changed, so this year, there'll also be a Mister Las Vegas Bikefest contest. Plus, of course there'll be another September 11 memorial event on Fremont Street on Friday night.

The upcoming event will take place from September 12 through 15, so if you haven't made any plans for this year's back-to-school parent relief, this is just the ticket. For more info, you can surf over to www.lasvegasbikefest.com, or call toll-free 866-BIKEFEST.

—Red Baron



Photos: Ken Ross

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Nowadays you can simply surf yourself over to a custom bike builder anywhere in the world and order a project bike. But Jamie Hunter did it the old-fashioned way: per telephone and the postal service. He does have a computer, but "we just got it and we're still getting used to it," he laughs.

Jamie has been riding bikes all his life. "I started out with a '57 FLH back in '74, when I was 16," he says. "I was bailing hay for an old farmer and I saw it under a foot of hay in his barn," the man from Tupelo, Mississippi, goes on. "And I rode that for a while, and then I got me a '65 and rode that for a while. Then I got myself a '54 chopper, but I didn't like that one too good. But I like this one real good."

By "this one," Jamie's obviously referring to the awesome 2000 Rubbertail in front of your eyes. And as quaint and wholesome as the scenes of a young man riding his chopped panhead through the Midwest countryside may seem, once the cloak of nostalgia gets torn off this whimsical picture, the bare naked facts of reality speak for themselves. Or, as in this case, through the mouth of Jamie Hunter.

"I've always had the idea of getting something like this from the movie *Easy Rider*," he laughs. Reading between the lines, one can deduce from Jamie's carefully chosen words a feeling of appreciation for the fact that his Rubbermount frame is much easier on the kidneys than those hardtail frames the easy ridin' guys had to contend with.

The bike was built in California, by the way. Specifically, it was the folks at Performance Specialties in Chatsworth, California, whom Jamie commissioned with the construction of the bike, and rumor has it that he found these good people through researching the very pages you're holding in your paws.

Once he had established contact, "they were real good about sending me catalogs, and I picked the pieces I wanted on the bike," Jamie elaborates. "See, they're in California, and I'm in Tupelo, so this was all done over the phone. They sent me pictures of the different stages of the bike, and when I didn't like something, I'd just tell 'em, for instance, to shorten the tubes a couple of inches and set it down, and that's how we did it. I was looking for just what they built me, something that would accommodate a guy who's 6 foot 4 and weighs about 280 pounds."

When you deal with a customer of that size, you want to make sure that he has absolutely no reason to complain about what you just sold him, regardless of how far away he lives.

GOING THE DISTANCE...

...WITHOUT LEAVING HOME

So, in order to keep Jamie happy, Performance Specialties stretched the frame by 2 inches, raked the neck to 34 degrees, and finished the whole thing with a 100-inch, 4-by-4 S&S motor, just to add a touch of the radical to it.

"They had to modify quite a few things," Jamie says, but what he really likes about his new bike are the wheels and the paint job. And that "it rides real fast and handles good." In fact, he likes

the bike in general so much that he's having Performance Specialties build him another one. But most likely, that won't happen until he's paid off his phone bill from calling Tom over at Performance Specialties at 877-700-2935. But now that Jamie's a computer wiz, he can check on the progress of that next bike by logging on to www.microlligent.com, the virtual home of Performance Specialties.

—Red Baron

Owner: Jamie Hunter
City: Tupelo, Mississippi

General

Fabrication: Performance Specialties
Year/make: 2000 Rubbertail
Model: Rubbertail
Assembly: Performance Specialties
Time: 5 months
Chroming: Faith Plating

Engine

Year: 2000
Model: 4x4 square motor
Rebuilder: Performance Specialties
Ignition: Dyna 2000
Displacement: 100 cubes
Lower end: S&S
Balancing: Performance Specialties
Pistons: S&S
Cases: S&S
Heads: S&S
Cam: S&S .600 lift
Lifters: S&S
Carb: S&S
Air cleaner: S&S
Pipes: White Bros.
Mufflers: White Bros.

Transmission

Year: JIMS 2000 5-speed
Modifications: close ratio
Shifting: per foot
Engine sprocket: belt
Trans sprocket: 32-tooth
Wheel sprocket: 65-tooth

Painting

Molding: Doug's Custom
Painter: Doug
Color: blue
Type: graphics
Special paint: pearls and candies

Frame

Builder: Performance Specialties
Type: mono-shock softail-style
Rake: 34 degrees
Stretch: 2 inches
Shocks: Works Performance

Accessories

Handlebars: Carlini
Handlebar controls: Ness
Fender(s): Jessie James
Headlight: Headwinds
Taillight: Paul Yaffe
Speedo: Dakota Digital
Front pegs: Milwaukee Iron
Rear pegs: JayBrake
Foot controls: Ness
Gas tank: CCI
Oil tank: horseshoe
Oil system: S&S
Seat: High End Products
Sissybar: none
Mirrors: Ness
Grips: JayBrake

Forks

Type: 41mm wide glide
Extension: 2 inches over
Builder: Pro-One
Special features: emulators

Wheels

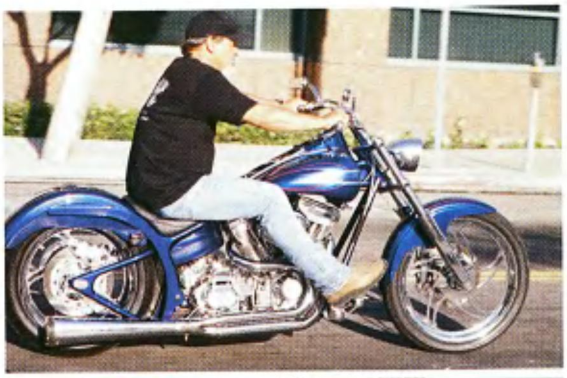
Front

Size: 21 inches
Hub: stock
Rim width: 2.5 inches
Tire: 100/91/21
Brake: JayBrake

Rear

Size: 18 inches
Hub: stock
Rim width: 5.5 inches
Tire: 200/70/18
Brake: JayBrake

Photos: Steve Gunn



For The Birds

There comes a time in any failed venture when a person must be wise enough to throw in the towel. I learned this lesson from my first experience with domestic birds.

When it comes to obedience, trainability and their willingness to fetch stuff, birds make pretty lousy pets. Actually, birds are little more than flying crap factories whose sole purpose is to look pretty and shit on anything that walks, sits, or for any reason comes to be underneath them.

Many years ago my wife and I took our first foray into the world of pets in the form of a parakeet purchased at a local department store. Of course you can't just purchase a bird so we also came home with a cage, several pounds of birdseed, bird toys (yeah, like birds need amusement), and a book all about our new critter. We set the cage up on a counter between the living and dining rooms, inserted the bird and for the next two days watched as it sat on the cage floor, apparently in shock and about ready to croak. This was quite disturbing for me since I wasn't sure how you went about returning a dead bird to the store. Some things the girl at customer service just doesn't want to see.

Eventually the bird pulled through, took a place on one of the perches and started to eat. He would eat and sit. Then he would sit and eat. Every now and then he'd fall off the perch, land on the floor of the cage and go into a wing flapping, bird shit flying seizure until he managed to make his way back to a perch. Then he'd eat some more.

We decided the bird needed a name and since my wife didn't like "Stupid Little Bastard", the name I had been using, she chose Woody, after the world famous woodpecker. The name actually came to suit him pretty well. Sure, our Woody couldn't talk, drive a car and was dumber than his cage, but the name did accurately describe the contents of his skull.

After having Woody around the house for several weeks we came to an important realization. Parakeets are possibly the most boring pets ever created. Their only entertainment potential comes from letting them out of their cage and watching them fly into closed windows. Even this gets old pretty quick. We decided that we'd made a mistake in purchasing only one parakeet. If we had more they would be able to interact and do parakeet stuff, whatever the hell that is.

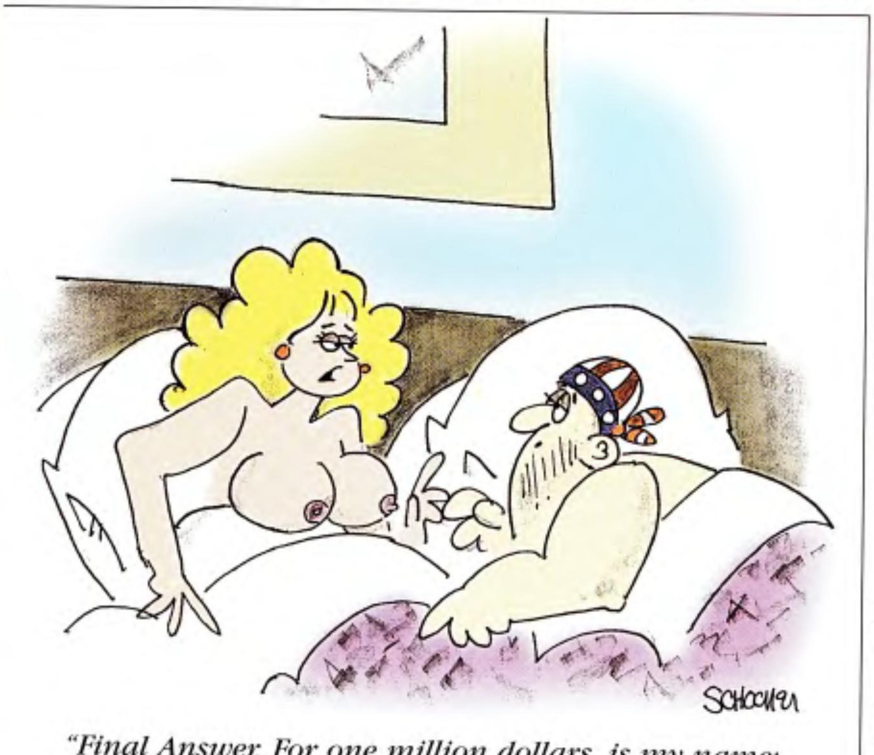
We thought about going out and buying another bird but decided that would be too quick and painless. We needed something that would involve a lot more stress, anguish and, in the end, disappointment. After consulting our big book of parakeets we found a solution. We decided to breed our own birds.

More precisely, we decided to get two parakeets and have them breed each other. Preferably, a male and a female. In the end our plan was to end up with a whole house full of birds if we were lucky. In hindsight, I'm not sure why we wanted a whole house full of parakeets. We could have just gotten Woody a mirror and he would have been happy, but much like my first experience in the wacky world of corn liquor, it seemed like a good idea at the time.

If you want to breed birds you have to do your research. You can't just throw them into a room and expect them to go at it. These aren't people we're dealing with. Birds require just the right ambiance in order to get it on.

Essential to the entire bird mating ritual is a proper breeding cage. Such cages can be obtained from your local pet supply store for little more than the price of an average minivan, or if you have construction ability you can follow my lead and build your own. For this task you will require the following list of supplies: 30 feet of 2x2 lumber, seven square yards of fine mesh chicken wire, a file, a saw, a hammer, a package of screws, an industrial-size box of bandages, a 26-ounce bottle of vodka and three weeks off work.

Once the cage is completed it's time to add the birds. As I said earlier, you're going to want to get yourself a male and a female if you want to get started on the right foot. Determining the sex of a



"Final Answer: For one million dollars, is my name: A...Camille; B...Joy; C...Marsha; D...Bambi?"

parakeet can be tricky and, in a way, somewhat disturbing.

If I remember correctly, the male has a blue patch of gross looking flesh growing on its beak, and the female an even grosser brown patch. The males also tend to curse more and drive faster while the females are more prone to knitting and like to cuddle.

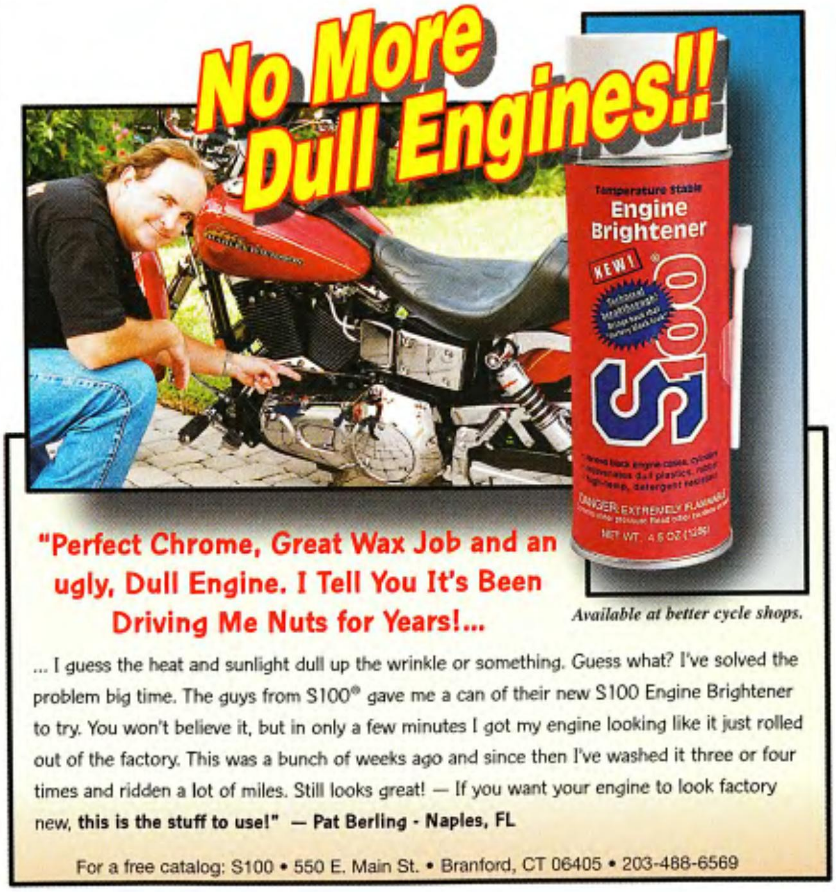
After much consideration we picked a likely looking pair, took them to their new home and waited for them to have at it. And waited, and waited. The birds sat on opposite sides of the cage and ate. Occasionally one would fall off their perch and, well, we covered all that earlier. These two birds could not have been less interested in each other if they had been plastic. We'd have had better luck trying to breed baseballs.

We tried everything we could think of, but there's only so much you can do to turn on a bird. We tried shutting off the lights thinking that possibly the male had noticed that brown thing on the female's beak and was grossed out. We tried music, but they seemed to have no sense of rhythm. I told my wife that we should try showing them what to do, but she called me an asshole and left the room. Possibly we had picked out a pair of birds who were gay? I think the most likely reason they wanted nothing to do with each other was because they were secretly married.

Unfortunately the rest of our careers as bird farmers didn't improve much. The critters just sat there month after month soiling their cage until one day we sold the whole works to our retired neighbor for 15 bucks. Apparently he had gotten burned out on the excitement of watching the tap drip and needed something just a little less stimulating. Pet birds seemed perfect.

Every now and then, usually while eating a nice piece of fried chicken, I look back on those days and smile. It's amazing what young couples will do in those pre-rugrat days to test their paternal instincts. I can't say that bird ownership prepared us for kids though. After all, kids aren't 6 inches tall and easily confinable to a cage. If they were everyone would have them. I guess what bird ownership did for me more than anything else was let me know that I never want to own birds again. Especially not live, messy birds that won't have sex to save their lives. The only birds allowed in my house now come shrink-wrapped or in a barrel with dinner rolls and gravy.

—Greg White



Ah yes, Spring. It's that time of year when a young man's fancy turns to love…okay, maybe not love but definitely lust. Where better to track down the object of your desire—and taker of all your cash? None other than the biker sanctuary. The setting many of us call a second home. A place where men no longer need to fear that the comments which spew out of their mouths will land them in sexual-harassment-lawsuit-hell. That's right my friends…The Strip Club.

Let me tell you, by the looks of things, it's not just men frequenting these clubs. There are more and more women there. Which ain't always a bad thing. Ever seen a dancer give a female customer a lap dance? I'll leave you and your thoughts alone for a few minutes while you ponder that. The rest of you need to understand this: The *Easyriders* staff knows no bounds when it comes to tracking down the girls for this article. We understand that some of you are so whipped you aren't even gonna let your spouse know this issue came in the mail. So we've agreed to let you live vicariously through us.

Imagine, if you will, being courted by some of the best clubs in the U.S., just to come in and check out the girls. Some oblige with free booze, others with free dances, some with things we're not allowed to mention. Yeah imagine all you want, cuz no one's even gone that far. Most let us through the doors sans cover charge, but once inside…ya gotta fend for yerself. And fend we did. We also opened this up to you on our Web site for your votes and comments. It is our pleasure to bring you the Top 10 finalists from our search, and that one girl, whose talents we felt put her above the rest, who claimed the title of *Easyriders* Hottest Exotic Dancer of 2002.

First we want to thank Legacy Entertainment, the Pure Gold clubs, Continental Talent Agency, and Lee Network Represents Inc., for all their help. To all the dancers and club owners who feel we never came to watch them or their establishment, please send your promo photos and requests to *Easyriders* Exotic Dancer Guide, POB 3000, Agoura Hills, CA 91376. And, maybe next year your club or face will grace these pages. —*Oil Can*

EASYRIDERS PRESENTS…
America's Top 10 Hottest Exotic Dancers

#10 HARMONY GRANT
Standing in at 5 foot 5, the blonde packing the 34-Double D's and wearing the catholic school-girl outfit got our vote and landed her inside our Top 10. For more of Harmony check out www.leenetrep.com.

#9 FELICIA
This hot little Latina spinner had everyone's panties in a bunch. She's got some outrageous costumes and…okay, screw the costumes. She's won both the *Adult Video News* and XRCO Awards for best All-Girl Sex Scene! Let's be honest, we enjoyed her dancing on stage, but the stuff in the video was worth the last minute late-night trip to the adult bookstore to steal the thing! Hey, her show is worth the price of admission. Get her latest tour dates by logging on to www.legacyentertainment.com.

#8 LEXI LaMOUR
I love the names strippers give themselves. What's the rule? Pet's name and street you grew up on? So mine's Peanuts Tiara! Okay, that rule can't be set in stone. Anyway Lexi here has all kinds of titles to her name. Try these on for size: 2000 Miss Nude Northern USA, 2000 Miss Nude Northern USA's Best Dancer, and—my personal favorite— Miss Nude Northern USA's Fanciest Fanny. To find out more about lovely Lexi, try her Web site at www.lexilamour.com, or www.continentalagency.com.

#7 KELSEY HART

Kelsey was nominated for Best Supporting Actress—no, I'm not kidding—and Best Solo Scene (now you're getting the idea) at the Adult Video News Awards last year. But hey, she also had decent roles in the movie *Dude, Where's My Car?* And on the CBS Network TV Show *CSI*. Kelsey was also nominated for the Best Tease Award, and after watching her show, we now exactly how she got nominated for that one. For more info on Kelsey surf over to www.kelseyhart.com or to www.leenetrep.com.

#6 JEZEBELLE BOND

This raven-haired beauty is 100% natural with luscious long legs and a last name to die for...get it? I'm Bond. Jezebelle Bond. I like my dollar bills folded, not crumpled, and my men hard not sloppy. She's got everything a Bond girl needs, except the Scottish accent. That's why she's No. 6 on our list. Hey, she was lower until we saw her video titled: *4 Finger Club*! Just kidding. Well about the votes anyway. check her out at www.jezebellebond.net and www.leenetrep.com.

#5 WINDY LEIGH

With over 18 different theme shows with Vegas-worthy costumes it's not hard to see how Windy made it to the Top 5. Of course the 38EE-24-36 measurements on the 5-foot-8-inch frame didn't hurt either. She also has a title that we all appreciated: Miss Nude USA's Best Dancer and Most Luscious Lungs 2000 (where do they come up with this stuff?). Windy's is not without her own controversy, however. After all, she did appear in *D-Cup* magazine with Double-E's for chrissake. She's also appeared in *Assertive Women*. Somehow I don't think Oprah is reading that one. Check out her assertiveness at www.windyleigh.com and at www.legacyentertainment.com.

#4 SUMMER DAZE

Narrowly missing our Final 3 is Summer. We've seen Summer perform several times—yes, more than on one night—and can tell you she's always a crowd pleaser. Summer puts on a show you won't soon forget, even after the swelling goes away. She's blonde, gorgeous stands 5 foot 6—with the perfect measurements of 36DD-24-36—and wild as hell! What more could you ask for? Check it out for yourself at www.summer-daze.com and www.legacyentertainment.com.

#3 ANDI-SUE IRWIN

Well saddle me up and ride me like a Christmas pony! Andi-Sue was selected as the *Penthouse* Pet of the Year in 1996 and she seems to get hotter every year. Look, when you're talkin' Pet of the Year, you know she's hot. I mean check out the DSLs on this one (pal, if I gotta explain what DSLs are…stop reading this right now) and what a rack!

We felt she might have placed higher, but hell, she's already been a Pet of the Year…what more could we do? Check her out exclusively at www.legacyentertainment.com.

#2 LUCY L'VETTE

Okay, this one was a real toss up. The Internet voting was harsh and the fights in the office harsher. We had to send a special crew to view Lucy, and our eventual winner, in action, just to make sure we got it right. Lucy, a pin-up and Fetish Supermodel (who knew?) blends a unique mix of athleticism and raw sensuality to all her shows. Evidently there are a lot more wrestling fans out there than suspected, as many of you commented on her appearance on several of the WWF's shows. Or, it could be just having the title of Miss Nude Massachusetts Best Ass Award…who knows, who cares. She got our vote for that ass. Check it, er, her out at www.continentalagency.com.

EASYRIDERS' HOTTEST EXOTIC DANCER AWARD GOES TO #1 LACY LOGAN

A true spinner at 5 foot 4 inches—sans the heels of death—and the 34D-23-34 curves, it's no wonder this blue-eyed blonde ran away with the votes. Featured in many Men's magazines and (here comes the fucking titles again) holding the titles of Miss Nude USA's Most Beautiful Face and Miss Nude Southeast Best Legs, Lacy holds 'em spellbound during her shows. Until the pyrotechnics come out, then they're screamin' and runnin' for the exits like cockroaches when the lights come on. No, not really, but I couldn't resist. Anyway, check out this truly hot piece of ass exclusively at www.legacyentertainment.com.

GET READY, GET YOUR LICENSE, GO!

MYRTLE BEACH BIKE WEEK

Myrtle Beach Bike Week, with more than 300,000 motorcycle enthusiasts attending last year and about the same amount expected for this, the 62nd Annual Spring Bike Rally in South Carolina, certainly deserves to be counted as one of the Big Four of the bike rallies in the country, right along with Sturgis, Daytona, and Laconia.

This year, with the city of Myrtle Beach handing out vendor licenses valid for a full 10 days, the Myrtle Beach shindig has expanded officially from a mere seven-day week to a week-and-a-half of fun and partying under the Carolina sun. That's right, from May 10 through 19, you can now do what you love to do so much: ride your bike, chase chicks, and feast and party to your heart's content in one or more of Myrtle Beach's many fine establishments.

Once again, from the south end of the Grand-Strand area (Murrells Inlet & Inlet Square Mall area) to the far north (Dick's Last Resort and the Crazy Horse) Business Rte. 17 and Bypass 17 bring you to the largest single outdoors vending and business locations at Bike Week. Of course we can't say for sure you'll be allowed to park your scoot at all the hotels, but they are working on it. And, thanks to the efforts of Easyriders' Trade Events Associate Producer Jim Betlach, the problems vendors were experiencing last year along Broadway at the Beach are a thing of the past.

There's even an official Web site for the computer literate among you to check up on the latest and greatest happenings there; simply wander over to www.myrtlebeachbikeweek.com, where Sonny Copeland will keep you apprised of the latest developments in Myrtle Beach. Or, if the Internet's too complicated for you, you can call 'em at 336-643-1367. Before making any serious plans and excursions, make sure you get all the info, as times and locations may change! *—Tripper*

May 10 – 19

Rally Information
Myrtle Beach Chamber of Commerce
800-356-3016
843-626-7444

Myrtle Beach Harley-Davidson
4710 Kings Hwy. Business 17
Myrtle Beach
843-651-5555

Durham Harley-Davidson
819 N. Miami Blvd.
919-682-6695

Sonny Productions
336-643-1367
Check their Web site, www.myrtlebeachbikeweek.com, for updated info before you head into the Carolinas. You'll be grateful you did.

Daily Activities

Broadway at the Beach
Hwy. 17 Bypass at 21st St.
We're hoping that a slew of vendors and aftermarket companies will be back this year. If it's anything like past years we should see folks like Big Dog, Drag Specialties, Panzer Motorcycle Works, Bourget's, Edelbrock, Crane Cams, Kerr Leathers, Merch Machines, Milwaukee Iron, Performance Machine, S&S, RC Components, White Brothers, Victory, and many more.

One thing we can tell you with a 95% probability is that Indian Motorcycle is going to have daily demo rides at the Motorcycle Expo Center, and the Lone Star Steakhouse will have a daily breakfast buffet. Indian Motorcycles of Myrtle Beach, the largest Indian dealer in the Southeast, is going to have a bunch of specials and events going on, so check them out at 706 N. King's Hwy. (843-916-2288), and by the time you read this, the fourth Hooter's in the area will have opened up in Murrells Inlet. Also, the Camel Roadhouse will be at the Motorcycle Expo again, so go check it out.

The Motorcycle Expo is right at the Inlet Square Mall, next to Hooters in Murrells Inlet, and the Carolina Motorcycle Tours & Lone Star Steakhouse & Saloon in Murrells Inlet will again sponsor the poker runs on a daily basis from this location.

Medieval Times of Myrtle Beach is a new sponsor of several of the events offered during Bike Week 2002. Tours of the Castle at Myrtle Beach are part of the Poker Runs during Bike Week, organized by Carolina Motorcycle Tours.

Rally Headquarters,
Myrtle Beach Convention Center
Oak St. at 21st Ave. Open to the public 10 a.m. – 5 p.m. Free admission.
There will be demo rides for all you guys and gals who wanna check out Harley's and Buell's new line of miracle machines. Plus, there'll be vendors like Arlen Ness, Corbin, Küryakin, and many more vendors at your service. The local art museum will have a showing there of a traveling Harley museum, something that's definitely going to be an eye-catcher.

Myrtle Beach Harley-Davidson
Those boys are basically putting on the whole enchilada, although Joe tells me that "it's the whole town that gets into the act." Be that as it may, if you need any info about the rally, call MB H-D at 843-651-5555. They'll also be open during rally week from 9 a.m. until 6 p.m. or dusk—whichever gets there earlier, I suppose.

House of Blues
4640 Highway 17 South
843-272-3000
There'll be something happening every night during rally week. The Dan Plowden Band will be there one special night. All day and well into the evening, you'll hear lots of music on two stages, some of it even for free. Can't beat that! Call 'em for more info.

Murrells Inlet
That's a quaint little town about eight miles south of Myrtle Beach, and its claim to fame is a ride-through bar called Suck, Bang & Blow! Yes, you can ride your hog up to the barkeep, and while orderin' a coldie, compete in the burnout contests goin' on around the clock.

Girlie Clubs

If all this revvin' of motors and smokin' of pipes is getting to your sensitive head, step into the coolness of one of the many Gentlemen Lounges, where some of the finest lasses of the South will be there for your viewing pleasure. Don't forget your dollar bills, and belly on up to the stage. Don't worry, they don't bite, unless you want them to. But that's gonna cost you extra.

Crazy Horse
3102 Highway 17 South
843-272-4009
Ms. Easyriders 2002, Roxy LeRoux, as well as Zoë (the October 2000 cover girl) and Adrianne Bell (our Fox Hunt winner featured in the June 2001 issue) will be performing on stage from May 16 through 19. May 18 is *Easyriders* Day at the Crazy Horse! Come check out all the action with bands, food, bikini bike wash, and a ride-in bike show presented by Britt Motorsports. Then stay for a night of jam-packed action with the biker babe contest.

Dangerous Curves
716 Seaboard St.
843-448-4098

Derriere's Gentlemen's Club
804 Seaboard St.
843-946-6615

Pink Pony
2851 Highway 17 S.
843-357-2299

Show House
2554 Highway 501
843-626-0192

Thee Dollhouse
9719 North Kings Hwy.
843-449-3655

Thee Gentlemen's Club
4707 Hwy. 17
Bypass S
843-293-2028

Regular Nightclubs

Like any establishment, these clubs will be packed, too, during Bike Week. That's not a bad thing, though, because when you're standing there like a sardine in a tin can, is it your fault that your groin just happens to be pressed against some PYT's luscious assets? I think not!

Daddy D'zz
843-626-9092

Crocodile Rocks
843-444-2096

Fat Tuesday
843-444-3255

Froggy Bottomz
Jazz & Blues
843-444-3500

Revolutions Retro
Dance Club
843-444-8032

Chow Down Digs All Star Cafe
843-916-8326

Benito's
843-444-0006

Gilley's Texas Cafe
843-448-3378

Hard Rock Cafe
843-946-0007

Joe's Crab Shack
843-626-4490

Johnny Rockets
843-448-8575

Key West Grill
843-444-3663

Landrey's Seafood House
843-444-1010

Liberty Steakhouse & Brew Pub
843-626-4677

NASCAR Cafe
843-946-7223

Tony Roma's
843-448-7427

Tripp's
843-626-6455

The Dog House Bar and Grill North
843-692-9663

BETTY

HOW AN EVO STOLE MY HEART

I took a lot of crap from my bros when I bought my Evo. You know, all the shit about it being a yuppie bike, an eviloution; "see no Evo, hear no Evo". We've all heard it and seen the T-shirts.

My previous bike was a '78 Low Rider. I had her about four years. In that time she went from a stock, tired AMF bike to my pride and joy. There wasn't a part on that bike that hadn't been cleaned, painted, polished, or plated. She was running an 88-cubic-inch S&S stroker motor, S&S Super E carb, Python pipes, and had 11:1 compression. She was low and lean with flat pullback bars, fat bob tanks, gunfighter seat, lowered rear chrome over shocks, with an MB strutless fender over a Conti Blitz rear tire.

She was painted "Galaxy Gray" metalflake with red pinstripes, just like the original gray and red '77 Low Rider, but better. A bro called "Hammer", out of Fayetteville, North Carolina, airbrushed a 1941 Vargas girl on top of the fat bob tanks. Hand painted on both sides of the tank was written, "Milwaukee Mistress".

My ex-wife was indirectly responsible for the name. One night during one of her bitch sessions about the time and money spent on the bike she said, "Well I suppose it could be worse, you could have a mistress." Well, the bike was from Milwaukee, so...

That scooter acted like a mistress too. She was demanding and finicky, consumed my time and ate my money. Seems like she was always demanding more hours of attention for brief moments of pleasure. Damn, she was hot! Often she would pop and sputter in protest, sometimes deciding to be a real bitch and just not run at all. But, when she was pampered, caressed, and coaxed into running—she turned heads everywhere we went.

One day I sold her. I was in an Army unit that spent most of the year deployed. During these times she would sit and sulk in the garage, deteriorating. Cobwebs would grow on her, her polish would fade, and dry rot would creep in. I sold her half hoping someone could take better care of her and give her the attention she deserved. I also thought bikes and the lifestyle had faded from my system.

I found her a good home, but was wrong about bikes being out of my system. Within a year not having a bike, no matter how little I was home to ride, was killing me. I set out to get another scoot.

The low maintenance of the Evo bikes interested me, as well as the reliability I was hearing about. I looked all over for that special bike, you know, the one that speaks to you when you see it. After months of looking at Heritage Softails that were yellow and cream, salmon and cream, or turquoise and cream I was getting disgusted. (What the hell is salmon? That's pink ain't it? Then just say pink).

Finally, I found what I was looking for at C&S Harley-Davidson in Nashville, Tennessee. The prices were high, premium on used bikes at the time. Hell, new ones were going for $24k. I wore out the staff at C&S. To their credit they didn't throw me out after my 10th or 20th low-ball offer. We kept haggling like we were in a Turkish bazaar. We finally got together on a price that I thought was reasonable.

The bike was a '93 Heritage with above average miles. Her previous owner obviously rode her with a purpose, but she was well maintained with no signs of abuse. She was red and black, without whitewalls, and didn't have a single piece of billet crap on it. One of my concerns though was it didn't have the personality of the old "mistress". It was a good bike, ran great, was low on maintenance and all, but it was just a bike. In fact that's what I called it, the bike.

I took my first long trip on the bike to Harley-Davidson's 95th reunion in Milwaukee. As I was loading for the trip I was glad the bike had saddlebags and a luggage rack. The sissybar was also handy for securing gear. Packing the mistress had always been a pain.

I caught up with some southeastern riders coming from Orlando, Florida, as they passed through Nashville. The weather was shitty with a lot of rain. Maybe that windshield wasn't so bad after all. The authorized route was all interstate highway and was full of semi trucks going 90 mph in the blinding rain, throwing up tons of water in their wake. Of course a bike the size of the Heritage seemed to handle the winds and buffeting a lot better than the mistress used to.

The worst was in Chicago. Blowing rain, in the loop, at 4 o'clock in the afternoon...it was ugly. The bike and I were cruising along, dodging drivers who

were oblivious to motorcycles, when all of a sudden the road disappeared. No shit! The lane I was in had been removed. It looked like the whole lane, side to side, had been cut out and lifted away. I saw it when the car in front of me dropped into the 12-foot-wide, 10-inch-deep trench that used to be an interstate lane. I couldn't change lanes, couldn't stop (had a clapped out Lincoln 6 inches off my taillight), so into the abyss we went. I was thinking we would hit bottom, I'd go one way, the bike would go the other, and that we'd both end up as road pies. Well, we hit, the bike wobbled, but we didn't go down. Of course, in about a mile the road came back. BANG, up a 10-inch curb, wobble-wobble, and we kept on going. Wow, turns out that the bike is pretty stable, rugged too.

On the north side of Chicago, still in a heavy rain and heavier traffic, a 6-foot length of tail pipe mysteriously appeared from beneath the car in front of me. The car in front of me either lost it himself or straddled it. I hit it. My front tire caught it and the ends whipped up making a "V." I braced for the bone crushing pain in one or both of my shins. There is always that moment when something bad is about to happen that your brain flashes the message "this is gonna hurt," but you don't have enough time to do a damn thing about it. Instead of feeling pain I heard a loud, metallic clang as the pipe impacted on the bike's crash bars. Hmm...I thought those things were just for looks.

The bike and I made it to Milwaukee safe and unharmed. The people of Milwaukee treated us great with several block parties and more beer, bratwurst,

Photos: J.O. Olson

and healthy Midwest girls than a guy can stand. Here's a hint for those of you that haven't been there, "America's Dairyland" has nothing to do with cows. Think about it.

The bike got a lot of looks and comments, which surprised me since the bike is pretty much stock. To the guy on Brady Street that parked next to me with his $40k custom bike and paint, sorry my bike drew a bigger crowd than yours. What can I say? A lot of old timers told me they had a bike like mine when they were young. They were surprised when I told them mine was a '93, not an old Hydra or Duo Glide.

After a great week in Milwaukee I headed home. This time I took the scenic route out through central Wisconsin, down through Illinois, and across Kentucky to Tennessee. No interstate highways and no Chicago!

On the way back the sun was shining as I putted my way down the two-lane blacktop. It was somewhere in Illinois that I began to reflect on the trip and realized that the bike had done a good job getting me there and was offering a great ride now on the way home. I began to understand that the bike and I had formed a relationship in that week or so. She, like a good woman, had been there for me and carried me through faithfully.

She was no "Milwaukee Mistress". She was, well, sort of a…Betty. I know a lot of guys have exotic names for their bikes, but this bike was a "Betty".

Where the "Mistress" was long and lean, Betty is a little heavy and kinda broad across the ass.

Where the "Mistress" was tough, Betty is a little on the soft side.

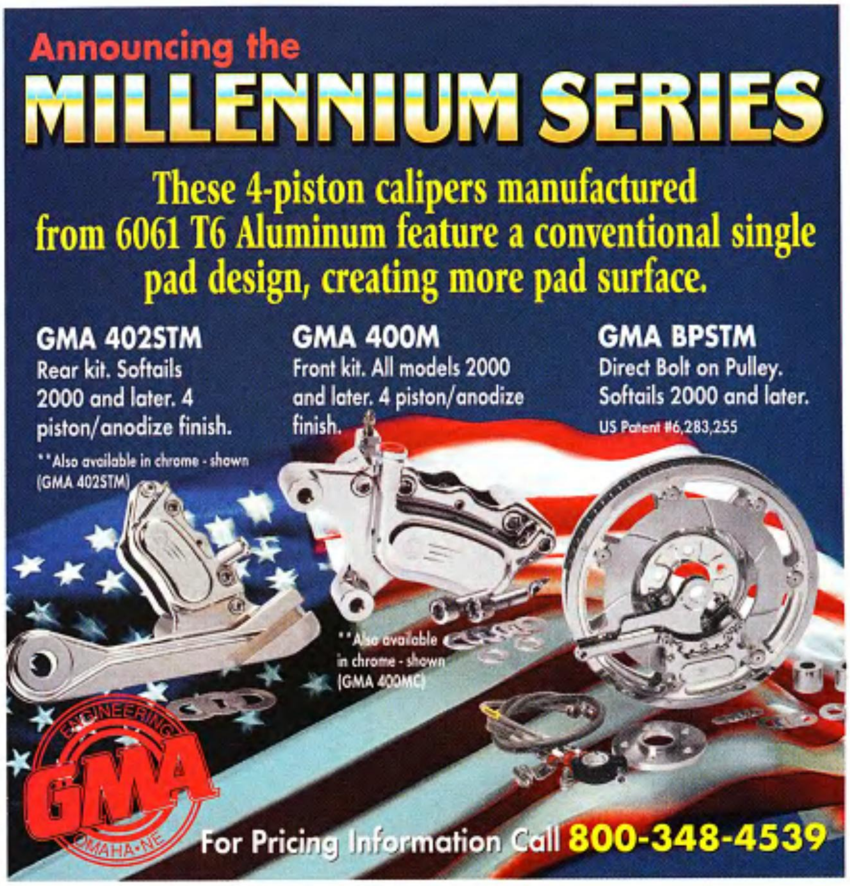
Where the "Mistress" ran hot and cold, Betty just runs.

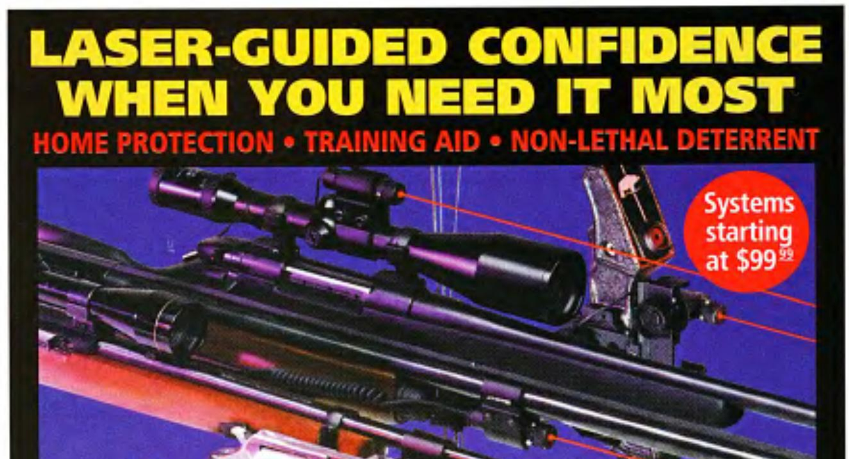
Where the "Mistress" was exotic and men drooled over her, Betty is pretty and people appreciate her classic good looks.

The "Mistress" was like a young hardbelly that needed to be pampered and spoiled, Betty is more like a good woman who is a little on the plain side, but with a good heart and soul.

Since the 95th Betty and I have been back to Wisconsin three times, to Biketoberfest, and all over the southeastern states. We do about 12,000 miles per year. All she has needed is gas, oil, and a new tire. The "Mistress" never came close to that.

Betty also made me realize two things. First, I'll never get bikes and the road out of my system. Second, I'll never sell this bike. I may get another, but Betty's a keeper. We have a relationship. —*J. O. Olson*





National Law Chart

Neither Easyriders, Inc., nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made, to ensure that the information is correct at the time of publication.

State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			√
Alaska	4		15	17	c	c		p	r	r-28		√
Arizona	4	a,12	14	17	c	c			r	r-29		√
Arkansas	6		r	r, 17	c	c			r	r		√
California	r	a, 6,12		17, 21	c	c		25	r	r-28		√
Colorado		a,12	r	17	c	c			r	r-28		√
Connecticut	4, 9	a,4,12	14	17, 22	c	c			r	r-28		√
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		√
Florida	32	a,6,12,13	r	r, 17	c	c			r			√
Georgia	r	a,12,13	14	r, 17	c	c		26	r			√
Hawaii	1, 4	a,12	14		c	c	24		r	r		
Idaho	4	a,6		17	c	c						√
Illinois		a, 4,12,13	14	r, 17	c	c			r			√
Indiana	4,9	a,12	4	17,18	c	c						√
Iowa		a,4,12		17,20	c	c			r			√
Kansas	4	a,12	14	21	c	c			r (left)	r-28		√
Kentucky	3, 6, 9	a,12	r		c	c			r	29		√
Louisiana	4, 31	a,12	14	17	c	c			r (left)	r		√
Maine	7	a,12,13		r	c	c			r	r		√
Maryland	r, 1	a,4,12,13	14		c	c		25	r	30		√
Massachusetts	r	a,12	14	17	c	c		p	r	r		√
Michigan	r	a, 4,12	14,16	17	c	c			r	r-28		√
Minnesota	4, 9	a, 4,12	r	r, 17	c	c		25	r	r-28		√
Mississippi	r									r		√
Missouri	r	a,12		17						r		√
Montana	4	a,12		r, 17	c	c			r			√
Nebraska	r	a,12,13		17	c	c						√
Nevada	r	a,12	14	17	c	c			r			√
New Hampshire	4	a,12	14	17	c	c			r	r		√
New Jersey	r, 1	a	9a	17	c	c			r	r		√
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		√
New York	r, 1		r	r, 17	c	c		25	r	r		√
North Carolina	r	a		r, 17	c	c			r	r		√
North Dakota	1, 4	a,10		17	c	c			r			√
Ohio	3, 4	a,4	14	17	c	c			r	r, 28		√
Oklahoma	4		14	r, 17	c	c				r		√
Oregon	r	a,12		r, 17	c	c			r	r, 28		√
Pennsylvania	r	a,12,13	r	17	c	c		26	19	r		√
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		√
South Carolina	1, 6		14	r, 17	c	c			r	r		√
South Dakota	4	a,12,13	14	17	c	c			r			√
Tennessee	r	a,12	14	r, 17	c	c			r			√
Texas	31	r, 4		17a	c				r	r		√
Utah	4	a,12		17	c	c			r	r		√
Vermont	r, 1	a,12	14	17	c	c			r	r		√
Virginia	r	a,12	14	17	c	c			r	r	p	√
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		√
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		√
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		√
Wyoming	4	a		r, 17	c	c			r			√
Wash DC	r		14	17	c	c			r	r	p	

LEGEND:

√ In effect on designated rural interstate highways

r Required by law

a Available for all eligible applicants

p Prohibited to use or possess

c Required if carrying a passenger

1 Reflectorization required

2 Must have in possession

3 Required for novice riders

4 Required under age 18

5 Required under age 19

6 Required under age 21

7 Required under age 15 with learner's permit or for one year after obtaining license

8 Required for passengers

9 Required for instructional permit holders

10 Required under age 16

11 Required for first-time applicants

12 May waive skills test for successful completion of rider education

13 May waive knowledge test for successful completion of rider education

14 Required by law unless equipped with windscreen

15 Required unless equipped with windscreen that is 15 inches above handlebars

16 Required at speeds over 35 mph

17 Modulating headlight permitted

18 Required for vehicles manufactured after 1/1/56

19 Required for vehicles manufactured after 1/1/75

20 Required for vehicles manufactured after 4/1/77

21 Required for vehicles mfg'd during or after 1978

22 Required for vehicles mfg'd during or after 1980

23 Prohibits passengers under age 5

24 Prohibits passengers under age 7

25 Single earphone only

26 To be used for communication purposes only

27 Required by inspection regulations

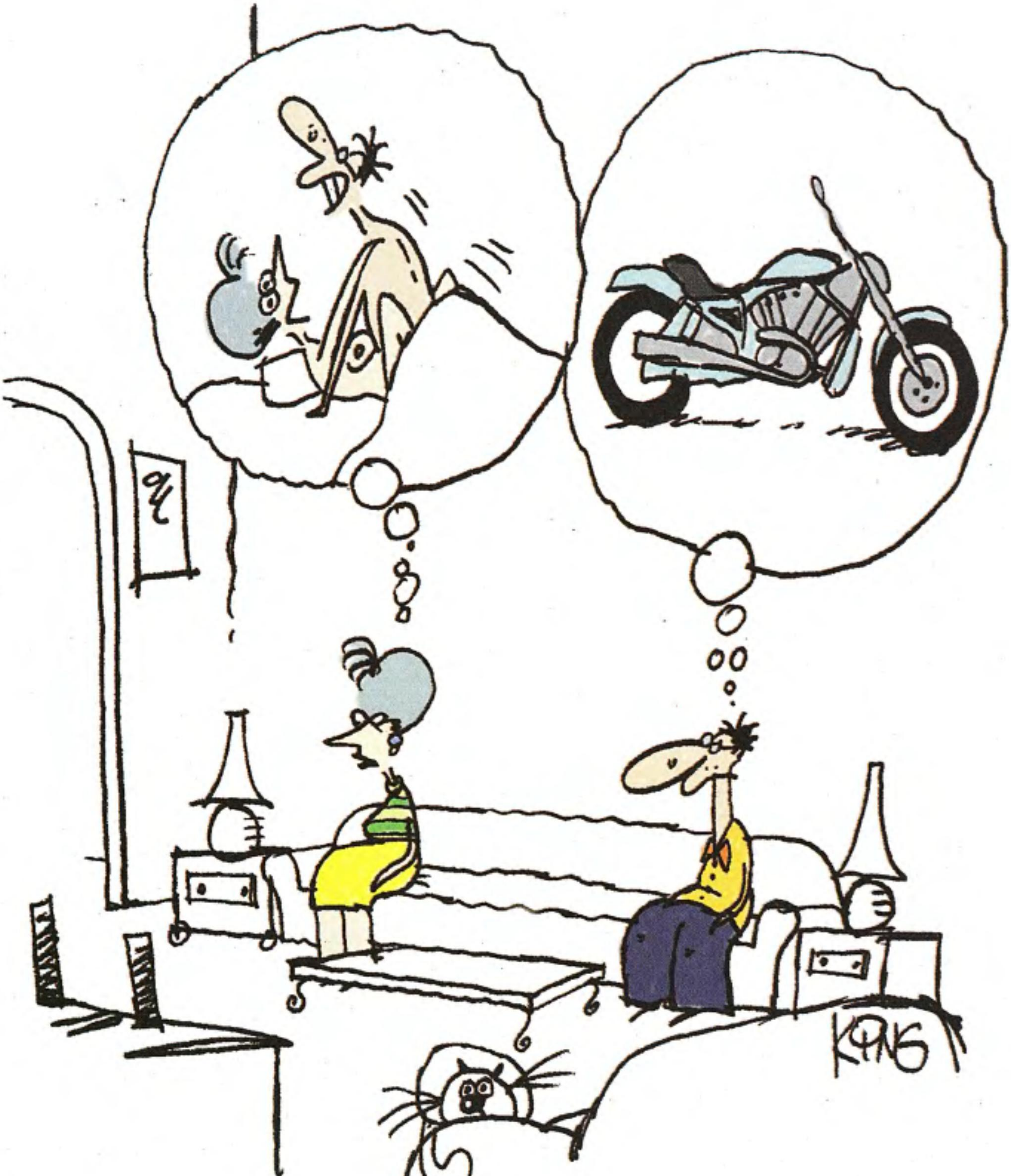
28 Random

29 Annual emissions, some areas

30 Upon title transfer

31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.

32 Not required over 21 with a minimum of $10,000 in medical insurance.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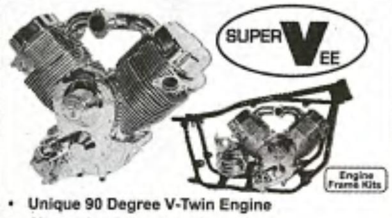

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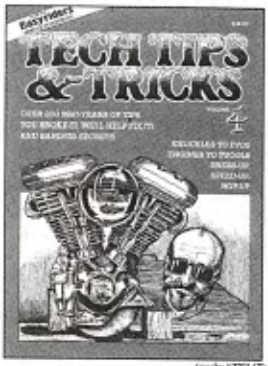

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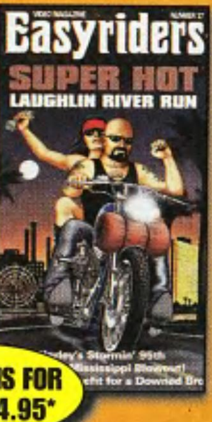

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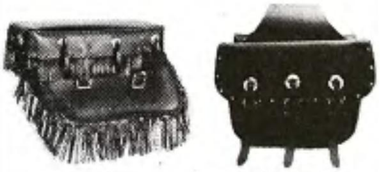

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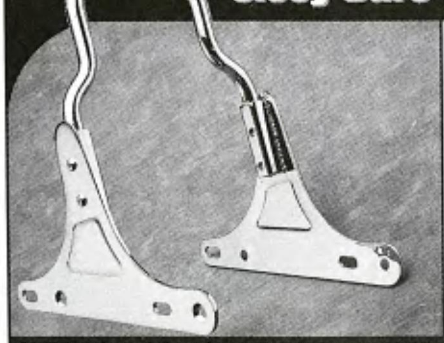

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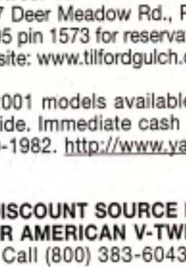

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Baker's 5-Speed and 6-Speed Right Side Drive
A Right Side Drive Transmission For Big Twins

Tire manufacturers have been aggressively promoting their new products, offering better construction and better rubber compounds for improved rider safety, as well as insanely wide profiles to satisfy the wacky demands of the custom cruiser market.

Until now, using one of these tires in your big twin aftermarket frame meant that you had to offset both the engine and the transmission to the left side so the secondary drive belt or chain clears the tire.

Offsetting the drivetrain certainly solves the tire-clearance problem, but it also opens a whole new can of worms: By moving the transmission and engine away from the frame's centerline, you quickly come to realize that your motorcycle is no longer balanced. The bike feels surprisingly light on left turns, while right turns require much more effort on your part. Furthermore, the gyroscopic effect of the spinning primary drive and secondary drive that are offset away from the centerline on the same side generates handling problems under power.

In 2001, Baker Transmissions decided to solve both of these problems by correcting the bike's balance with the use of a 5-speed Right Side Drive (RSD) transmission, (see article in *Easyriders* No. 339, September 2001).

Of course it was a matter of time before Baker would offer a 6-speed version of the right-side drive. As we go to print, 10 prototypes of Baker's RSD6 are going out for final testing with builders such as Jesse James, Eddie Trotta, and Jim Nasi. The RSD6 is set to hit the market in May 2002.

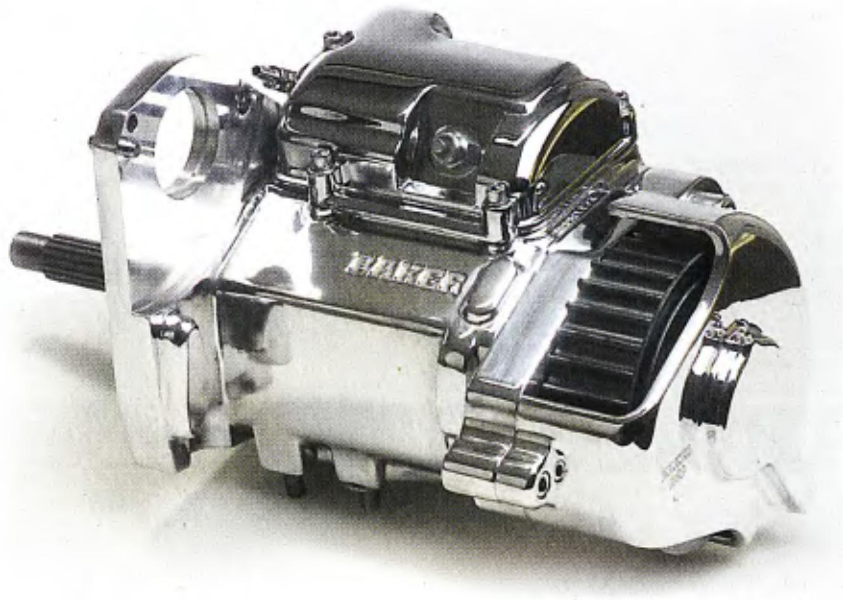
Just as the RSD5 does, Baker's RSD6 6-speed trans switches the trans output (secondary drive) to the right side, which puts the engine and transmission back in the middle of the chassis to create a well balanced motorcycle.

With Baker's RSD the only thing that is really different from the conventional left-side drive is clutch activation. Baker offers a shroud/cover that also functions as a hydraulic slave cylinder for the right-side clutch actuation. It closes out and details the pulley on the right side. Clutch, inner primary, and shift linkage is all the same as stock.

To run a RSD trans, you must use a special frame that is set up to handle it. Following Baker's lead, many of the frame manufacturers have changed their jigs and fixtures to be able to offer RSD frames. Manufacturers currently offering RSD-compatible frames include Atlas Precision, Gambler, Killer Choppers, Kosman Specialties, Pro-street Frameworks, Daytec, Rolling Thunder, West Coast Choppers, and Motorcycle Works. These companies understand that Baker came up with a great concept that allows running a large rear tire while keeping the motorcycle balanced.

Call Burt Baker at 517-339-3835 or log on and check out their Web site at www.bakerdrivetrain.com for all the information you could ever want, need, or desire.

—Lafayette



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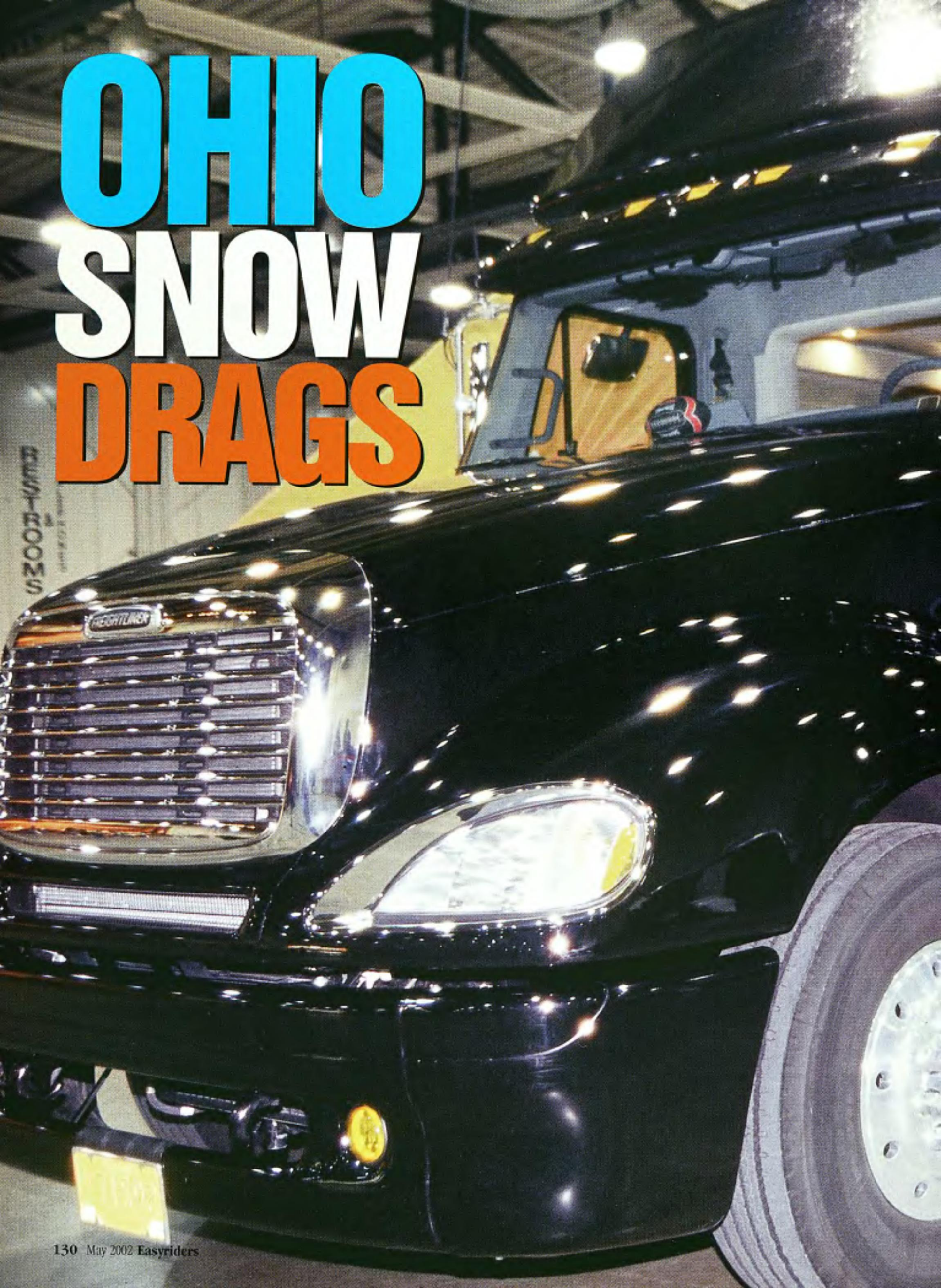
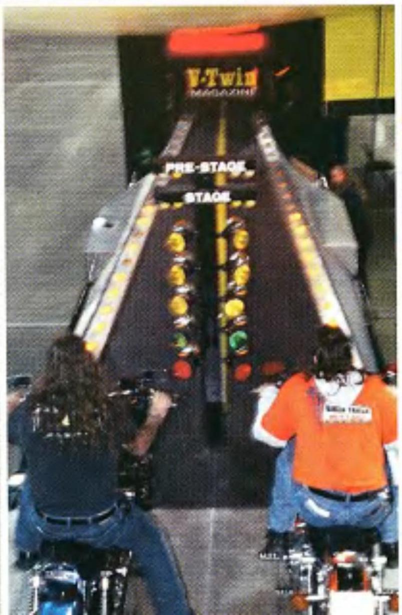


The Inaugural Indoor Dyno Drags



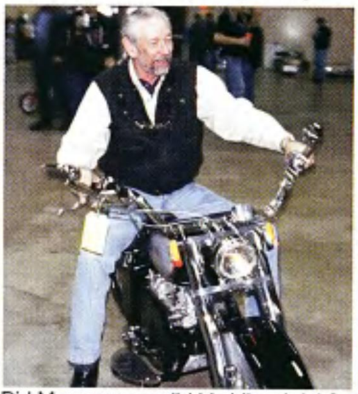
The yellow marker lights show who's leading the race.

On January 19, 2002, the temp was 32 degrees. Snow was falling on Columbus, Ohio, and at 10 a.m. there was a line of cars and trucks with cycle trailers behind them waiting to sign up for "Indoor Drag Racing." By noon everyone was weighed in and signed up.

Spirited racing, beer, pizza, and vendors were the order of the day.

The place was packed and ready for two-up drag racing action.

Well said...



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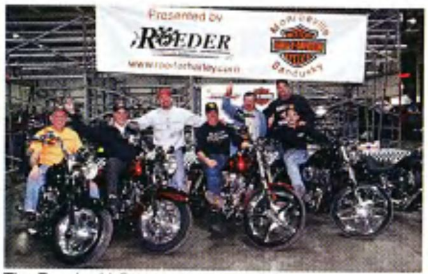
And the winners are...

1st	V-Rod	Pete Ricart	ET 10.70	127.5 MPH	$300.00
2nd	Dyna Wide Glide	Bob Cartens	ET 10.86	124.0 MPH	$200.00
3rd	Fat Boy	Bob Welsie	ET 11.45	114.6 MPH	$100.00
Quickest Elapsed Time		Pete Ricart	ET 10.439		$100.00
Quickest Reaction Time		Pete Ricart	.502		$100.00
Fastest Speed		Pete Ricart	128.5	127.5 MPH	$100.00
Highest Horsepower		Pete Ricart	122.2 HP		$100.00

Bob, Pete, and Bob with hard won trophy certificates.



The Roeder H-D crew showed up with some fast iron.

The vendors were in place, and the smell of pizza and beer filled the hall. Then the spectators started pouring in, packing the bleachers as the roar of big V-twins cut the air and racers banged gears through the quarter mile. Everyone in the building was given free earplugs—most went naked (ears, that is)— "love those good vibrations!"

If you haven't seen the Teresi Dyno Drag truck at one of the major bike events over the past year, you're probably wondering, "What in hell is this all about?" Well, it's two very special dynos coupled to a very special computer with very complex software that was in development for over three years. But what it simply does is simulate what your bike would actually do at the drags: showing 1/8, 1/4, or 1/2 mile elapsed time, reaction time, top speed, and horsepower at the rear wheel during the run.

To accomplish this, the bike and rider are weighed on a ramped scale, and that number is entered into the computer along with a frontal area calculation. You and your bike are then brought up on the truck's power tailgate and you pull forward to the burnout bar where you can heat up your tire if you want to. Then you pull forward again to the dynos where your bike is strapped down. You then have to roll the dyno drum with your rear wheel until you are "staged" (here's a tip: hold your foot on the rear brake until you drop the clutch or you may roll the drum and red light). When the bikes are staged, the Christmas tree lights will come down (three yellows and a green) and you're off down the simulated drag strip. You can see how you're doing against your competition by watching the yellow marker lights along the edge of the strip which show you and your competitor's progress. At the end of the race a scoreboard on the front of the trailer shows who won and what times and speeds were turned. While you are strapped down, you are allowed three runs in a row to try to turn your best time. Afterwards, you're given a printout showing all three runs.

At this event there was a $1,000 purse up for grabs and trophy certificates to be had. The eight quickest ETs of the day went into instant death eliminations. First, second, and third place paid money as did top speed of the day, quickest ET, fastest reaction time, and most horsepower.

It was a great day of drag racing in the snow and the sponsors, Easyriders of Columbus (Mike Shifka and crew), said, "Let's do it again next year!"

To bring the Teresi Dyno Drags to your event, grand opening, party, or for sponsorship information, call Alan Cabral at 818-416-7320. *—Dipstick*

Race Summaries

Left Lane		Right Lane	
OPEN		Pete	
Date: 1/19/02	*Racenumber: 7566*	1/4 Mile	A
racerleft_id:	0	*racerleft_id:*	3125
Elapsed Time:	0.000	*Elapsed Time:*	10.830
Speed:	0.000	*Speed:*	127.800
Reaction Time:	0.000	*Reaction Time:*	0.489
redlight		*redlight*	
HP	0.000	*HP*	116.4867
Date: 1/19/02	*Racenumber: 7567*	1/4 Mile	A
racerleft_id:	0	*racerleft_id:*	3125
Elapsed Time:	0.000	*Elapsed Time:*	10.775
Speed:	0.000	*Speed:*	127.600
Reaction Time:	0.000	*Reaction Time:*	0.502
redlight		*redlight*	
HP	0	*HP*	116.8633
Date: 1/19/02	*Racenumber: 7568*	1/4 Mile	A
racerleft_id:	0	*racerleft_id:*	3125
Elapsed Time:	0.000	*Elapsed Time:*	10.439
Speed:	0.000	*Speed:*	128.500
Reaction Time:	0.000	*Reaction Time:*	0.578
redlight		*redlight*	
HP	0	*HP*	122.2242
		WINNER	

Left Lane		Right Lane	
Bob		Pete	
Date: 1/19/02	*Racenumber: 7584*	1/4 Mile	A
racerleft_id:	3110	*racerleft_id:*	3125
Elapsed Time:	10.865	*Elapsed Time:*	10.700
Speed:	124.000	*Speed:*	127.500
Reaction Time:	0.574	*Reaction Time:*	0.728
redlight		*redlight*	
HP	101.4099	*HP*	117.6142
		WINNER	

TERESI DYNO-DRAGS™
Patent No 6,123,547

On January 19, 2002 in Columbus, Ohio
Pete Ricart
Placed First in Elimination / Finals
Reaction Time: .728 Speed: 127.50
Elapsed Time: 10.700

Dyno Drag Official

Test your limits here...

1/19	Indoor Dyno Drags, Columbus, OH
2/2-2/4	V-Twin Expo (Dealers Only) - Cincinnati, OH
3/1-3/10	Easyriders Pavillion - Daytona Beach, FL.
3/23	Charlotte Honda/Yahama - Charlotte, NC
3/29-3/31	OPEN
4/5-4/7	Z&M Cycle - Latrobe, PA
4/12-4/14	Roeder's H-D - Monroeville, OH
4/19-4/20	Bob Dron Harley-Davidson - Oakland, CA
4/24-4/28	Laughlin River Run - Laughlin, NV
5/3-5/5	Virginia Beach Bike Classic - Virginia Beach, VA Holiday Trav-L-Park
5/10-5/12	Easyriders of Wichita - Wichita, KS
5/15-5/19	Myrtle Beach Bike Week - Myrtle Beach, SC
5/23-5/25	Coastal Cycles - Myrtle Beach, SC
5/31-6/2	Easyriders of North Carolina - Hunterville, NC
6/7-6/8	Bud's Harley-Davidson - Evansville, IN
6/11-6/16	Laconia Bike Week - Laconia, NH
6/21-6/22	Gutterridge, Harley-Davidson - Danville, IL
6/28-6/30	Stock's H-D - Manitowoc, WI
7/5-7/7	Pending
7/12-7/14	NY State HOG Rally - Liverpool, NY
7/18-7/20	Abate of Indiana Rally - Harrodsburg, IN Bean Blossom Boggie
7/25-7/27	Honda Homecoming - Maryville, OH
8/2-8/4	OPEN
8/5-8/11	Sturgis Bike Week - Sturgis, SD
8/16-8/18	Chi-Town, Harley Davidson - Tinley, IL
8/23-8/25	Number One Cycle H-D - Centre Hall, PA
8/30-9-1	Southern Tier H-D - Binghamton, NY
9/7-9/8	Loess Hills Rally - Council Bluff, IA
9/13-9/15	Easyriders of Salt Lake - Salt Lake City, UT
9/20-9/22	San Jose H-D - San Jose, CA
9/27-9/29	OPEN
10/4-10/6	OPEN
10/11-10/13	Jim's H-D - St. Petersberg, FL
10/17-10/20	Biketoberfest - Daytona Beach, FL
10/24-10/27	OPEN
11/1-11/3	OPEN
11/8-11/10	OPEN
11/15-11/17	OPEN
11/22-11/24	OPEN
11/29-11/31	OPEN
DECEMBER	OPEN

To book the Dyno Drag call 818-416-7320 or send an email to dynodrags@yahoo.com

TechTips

Bike Building 101
Sit Your Ass On A High End Seat

As we begin to wrap up the final stages of this build up, it occurred to me that we might want to sit comfortably on the bike. We started looking through all the catalogs and even ordered a few seats, but nothing really seemed to fit right. Either the front left a big gaping hole, the rear didn't sit on the fender properly, or the seat just didn't work with the bike. After nearly reaching the end of all patience, we decided to break down and have a seat custom made. Now, where to go?

At this point, time was running out to complete the entire project by our deadline. Looking through the ads in the mag one night, I came across one for High End Products. And, wouldn't ya know it, a feature bike had one of their custom seats on it. The next morning I called Lars Roulund the head cheese at High End and asked for help. He told me if I wanted it done it would have to take about a week as they were in the middle of a huge order. Normally that means someone has ordered between 5 to 50 units, but not this time. Lars and the crew at High End were in the middle of processing an order for Harley-Davidson. Yep, look closely on those new bikes. It may have a bar and shield logo, but a closer inspection may reveal yet a different logo.

Oil Can and Boxcar volunteered to take the bike to High End for me and take some shots of the initial set up. I don't know what was said or done between all

those guys, but in only a few short hours after they arrived at the shop, Oil Can was on his cell phone tellin' me they were on their way back with the finished seat in hand. Like I said, I don't want to know what took place, all I know is we're back on schedule. I'll take those two hooligan's word for it that there were no problems and everyone's happy. Here's what supposedly transpired.

After taking my initial drawings of how we'd like the seat to look, Oil Can and seat-making guru, Rich Eberdinger, added their own touches to it and then set to work. The first step is to get a lot of tape. The entire area the seat is going to occupy needs to be taped off for the seat pan. Not just once, mind you, but at least three times. After each taping, an outline of the seat is made to ensure a precise mold. [Photos 1-3] Next a sheet of fiberglass is cut and the resin applied to form the pan, an initial coat of resin is applied, formed onto the tape job, and left to harden. [Photos 4-7] With all those fumes wafting through the air, it's the perfect time to break for food.

An hour or so of drying off in the hot sun, the seat not the guys, the real artwork begins. Taking the formed seat pan off, the grinding starts and your seat actually starts looking like a seat. Rich then began shaping the foam and gel padding. [Photos 10-14] After testing the firmness and ride height of the seat, Rich made a couple more adjustments and then began to fit the leather.

Now, High End is known for their vast array of seat covers. From plain leather to stingray, my guess is that if you can skin it and cure it, High End can install it. We decided to stay with just the plain leather to help it blend in with the bike and still provide a comfortable ride. [Photos 15-16]. Add some extra-tough velcro to the back at strategic spots, and slap on your seat.

I'm finally ready to tear this bike apart and send it to the four corners of the earth for paint and powdercoat. So, if you find yourself in need of a soft spot to rest your ass on for a long ride, make sure you contact Lars, Rich, and the rest of the crew at High End. From mild to wild, High End will give your butt crack something to really smile about.

—Gearhead

Source

HIGH END PRODUCTS
23362 Madero Rd., Suite G
Mission Viejo, CA 92691
949-855-8115
www.highendseats.com

Photos: Ken Ross

Gettin' Lit

Puttin' together a custom bike means ya got lotsa choices—some are strictly aesthetic (you know, for looks) while others are there to appease Johnny Law and his partner in crime…the D.O.T.

While this may or may not affect you personally (depending on just how much you like to be harassed by men in uniforms), there are some items on your bike that are actually there to save your hide from nose-picking cage pilots that are too busy dialing their cell phones to see you on your bike. The results of these 4-wheeled brain farts are often times disastrous. But never fear, we're here to help you stay visible and look good doin' it.

What we're talkin' about here are lights—specifically tail and marker lights. These handy little items watch your back while you're cruising and help you keep the rubber side down. And while some might view these law-appeasing units as an ugly stepchild or somethin' evil, they can make the difference between a warm evening putt or a trip to the emergency room.

So while planning that next project, don't frown on these mandated muthas cuz there's a style for just about any taste so you'll be able to look good while being seen—and who knows, they just may save ya some skin. *—Boxcar*

Perse Performance LED Footpegs

Perse Performance has released its sleek, new, precision-manufactured LED footpegs, offering the cleanest look in footpegs today. Perse's precision machining gives you a flush-fitting look in either the up or down position with no unmatched surfaces and a perfect fit. In addition, all hardware is hidden to enhance the pegs' streamlined appearance.

Perse's LED footpegs are available in a slotted hex or smooth tapered design. Dual-element lights come in red or amber and continuously operate when running. The LED display brightens to indicate turn signals on the front, and stop and turn signals on the rear. Perse's LED footpegs are available with or without stainless-steel ball detent mounts, and with your choice of either chrome, (Tuff) black-gloss anodized or polished finish. The LED footpegs fit custom applications as well as Harley-Davidson products.

For more information about Perse Performance and its complete line visit their Web site at: www.perseperformance.com or call 877-631-3093. Dealer inquireies welcome.

The Answer From Paul Yaffe Originals

Here's a cool, oval-shaped LED light designed for hard bag-equipped dressers. These lights work as super-bright taillights, brake lights and turn signals, and the best part is they bolt right in. That's right folks, no painting or bondo needed. All you need is a hole and an allen wrench and these babies are in. So if you want to save your fender or just crave tons of super-bright LEDs covering your ass…don't worry, it's in the bag. Get yours by contacting Paul Yaffe Originals, 2211 E. Indian School Rd., Phoenix, AZ 85016. Phone: 602-840-4205; fax: 602-840-2569; Web site: www.paulyaffeoriginals.com.

Lazer Star Billet Lights

Weekend Concepts is introducing their new LED lights. The LEDs are available in either amber or red in all body styles and can also be retrofit into current Lazer Star Halogen models (Micro B, Bullet and Shorty). As usual, Lazer Star has harnessed technology to bring you the best and brightest light on the market. The LED has an amazing 100,000-hour life and comes with a three-year warranty. They also have built-in dual circuitry for running/marker applications. With numerous mounting styles available, they are a perfect fit on any bike. You can also find them on the Web at: www.lazerstar.net, or call 800-624-6234. The entire Lazer Star line is available through your local Drag Specialties dealer.

Radiantz "ILLUMINATORZ"

Been pulled over for a lack of license plate lighting? Looking to light your plate in a trick way? Or are you just sick of blowing bulbs because of vibration? Radiantz Inc. has introduced its "Illuminatorz" line of add-on LED license plate lights. This chrome billet aluminum part can be installed in minutes to your existing plate or side-mount. The clean radius design comes with all the hardware needed. The full spectrum white LEDs give an eye-popping look that will set your bike apart from the rest. Available in 3- and 6 7/8-inch sizes to allow you to light your plate from the side or top. Check out the difference…
you'll find why the top custom builders use 'em.
You can contact Radiantz by phone at 714-974-7461;
Web site: www.radiantz.com.

Early OEM-Style Taillights

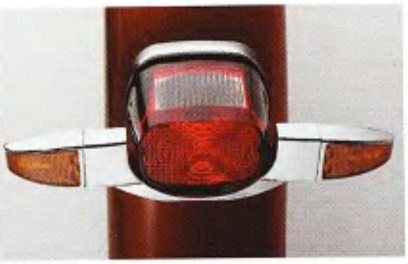
If you're looking for a way to replace the rusted-out taillight on your restoration project or just looking to add a touch of vintage style, here's your answer. This chrome-plated replacement taillight assembly includes a 12-volt bulb and fits all Harley models from 1955 through 1972 and replaces OEM # 68010-64B. You can even order yours with a blue dot lens if desired. Contact Chrome Specialties at 800-811-8904 or www.chromespecialties.com to find out where to get yours.

Drag Specialties Custom Diamond Lights

The Drag Specialties custom diamond lights are a natural extension of the classic FL rear turn signal mounting bar. These custom diamond lights are made of high-quality, chrome-plated, die-cast bodies with red and amber injection-molded polycarbonate lenses to ensure long-lasting durability. Specially designed angled-lens facets greatly increase side visibility over OEM lights. All lenses are mounted through the body to ensure you'll get clean, unbroken lines. Diamond lights fit any '63-'01 FX, FL or FLST model with a diamond shaped OEM-style rear turn signal. They can also be used in up-front applications with custom mounting. For more information click on www.dragspecialties.com or contact your local Drag Specialties dealer.

Küryakyn Fender Strut Lights

These sleek light housings provide a totally new, streamlined look to the back end of any H-D Softail model. You can easily wire them to your lighting circuit as marker lights, or to your directional light circuit for auxiliary turn signals. Sold in pairs, they'll fit any model Harley Softail from '86 through '99 without a sissybar or bolt-on saddlebags and come with your choice of red or amber lenses. To get yours contact J&P Cycles at 800-397-4844, or go to their Web site: www.jpcycles.com.



Rear Turn Signal Kit By John Reed

Here's a new way to enhance the visibility of your bike and add style, too. This custom light bar is shorter than stock for a clean look, and it fits easily on all 4-speed FL models from 1974 through 1984, FL Softail models 1986-present, and FLT, FLHT, FLHS and Road King models from 1991 to present. It's available from any Custom Chrome dealer, so find one today by contacting Custom Chrome at 800-729-3332, or visit their Web site: www.customchrome.com.

Donnie Smith Signature Taillight From Chrome Specialties

Designed exclusively for Chrome Specialties by none other than Hall of Fame bike builder, Donnie Smith, this side-mount taillight has a unique eyebrow-shaped lens and concealed license plate retainer system. The high-output, high-intensity LED design consumes less power, lasts longer and outperforms most conventional bulbs. Carved from aluminum billet and then chrome plated, you can order vertical or horizontal mount. Contact Chrome Specialties at 800-811-8904 or www.chromespecialties.com to find out where to get yours today.

Cyril Huze Twilight Lights

Are you looking for a clean way to install turn signals, running lights and/or brake lights on your bike? Look no further. These sleek lights (2-function) can be easily mounted on each side of your fender, through the struts, on the frame tubes, on handlebars or front ends, and wherever your imagination tells you. The Twilight lights from Cyril Huze are machined from the best aluminum with high-gloss perfect polishing. There are three models: The Drop is the smallest for radical customs; the Tear is for custom riding bikes. The Star is wider for touring bikes. All use dual-filament bulbs. You can order them with red, amber, yellow, blue or clear lens. For information contact Cyril Huze. Phone 561-392-5557, fax 561-392-9923; Web site: www.cyrilhuze.com.

Radiantz LED Arrays

Are you just sick of blowing bulbs because of vibration? Radiantz Inc. has produced a line of LED replacement arrays that take the place of the old fashioned bulbs that are prone to blowing. The array plugs right into the bulb socket and not only adds life and visibility but also reduces current draw on your electrical system. They're available for late-model OEM and tombstone applications as well as cateye and fat bob-style lights. Check out the difference...you'll find why the top custom builders use 'em. You can contact Radiantz by phone at 714-974-7461, fax 714-974-7464 Web site: www.radiantz.com.

Sparto Taillights From J&P

Now available from J&P Cycles is the classic Sparto taillight. This early '50s chopper-style taillight features die-cast construction and a 12-volt bulb. This classic is available in chrome, polished or black powdercoat finish and can be mounted to just about any fender. To get yours contact J&P Cycles at 800-397-4844, or go to their Web site: www.jpcycles.com.

Doss Chrome Billet Side-Mount Marker Light Kits

Here's yet another stylish product from customizer Rick Doss that's a great way to be seen and clean up the front end of your bike. They're made from chrome-plated billet aluminum and feature front and rear amber lenses and twin bulbs in each housing to maximize visibility. A variety of kits are available from CCI to fit many models including all FL Softail models with original equipment "tins", as well as most popular aluminum housing headlight kits. For more info and dealer locations contact Custom Chrome at 800-729-3332, or visit their Web site: www.customchrome.com.

Drag Specialties Handlebar-End Marker Lights

Drag Specialties' unique chrome marker lights mount in the ends of your handlebars and feature amber lenses that light up both front and rear. The lights are 2 1/2-inches long and use 12-volt, single-filament bulbs. The kit includes adapters for use in 3/4-, 7/8- or 1-inch bars. Note: Outer grip ends must be removed. Will not work on bars with internal air reservoir. For more information, click on www.dragspecialties.com or contact your local Drag Specialties dealer.

Weekend Concepts Vizor Lights

These ultra-cool lights come with both amber and red space-age mirrored lenses, 20-watt, single-element halogen bulbs and enough style to make the bike parked next to yours look good, too. The chrome-plated, die-cast aluminum bodies are both durable and adjustable—the visors rotate in 360 degrees in 90-degree increments and the diamond bases (available separately) allow mounting on FLT, FLHT and FLSTC front and rear factory mounting locations. Converter kit (available separately) allows a single-filament bulb to work as dual-filement bulb. Sold only in pairs.

For more information click on www.dragspecialties.com or contact your local Drag Specialties dealer.

Joker Machine Vertical, Side-Mount Taillight/License Plate Assembly

This good looking and functional unit is machined from a chunk of 6061-T6 billet aluminum, then polished and chrome plated. The license plate mount can be rotated 15 degrees to accommodate most any application. The taillight comes with a dual-filament bulb and a clear lens for license plate illumination. The license plate frame is included. Mounting kits are sold separately. For more information contact Drag Specialties at www.dragspecialties.com or contact your local Drag Specialties dealer.

Cyril Huze LED Vertical Side Mounts

These two gorgeous vertical side mounts incorporate a very bright taillight with two brightness levels for running and brake lights. They include the frame, backing plate and all necessary hardware. The wire track is hidden for a very clean look. All components are machined from 6061-T6 billet aluminum and beautifully triple chrome plated. Choose between two styles: nostalgic "Kool Rod" or art deco "Victory" design. Pick the bracket corresponding to the installation you prefer: rear axle (Softail), universal frame tubes (1 inch or 1 1/8 inch), primary cover (Softail-FXR), passenger peg (Softail) or shock mount (Dyna-Sportster-FXR). For information contact Cyril Huze. Phone 561-392-5557, fax 561-392-9923; Web site: www.cyrilhuze.com.

Mirror Mount Marker Light Kits

These new custom lights will add a fresh accent to any bike. The new kit designed by John Reed is available from Custom Chrome and includes all the hardware you'll need plus 12-volt bulbs, both amber and red lenses and mirror-mount adapters. They're designed to fit all models from 1972 to present. For more info and dealer locations contact Custom Chrome at 800-729-3332, or visit their Web site: www.customchrome.com.

Paul Yaffe Elliptical Taillight From CSI

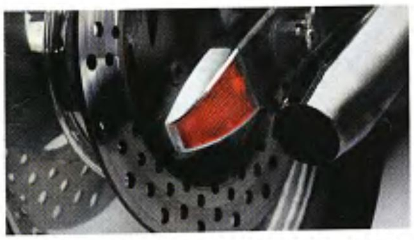
Here's a bold new design from PYO that looks good on any motorcycle. A beautifully chrome-plated housing is highlighted by stainless-steel screws. Behind the red lens is an attention-grabbing, super-bright LED array that features both running and brake light functions. You can order yours with either a flat or curved mounting base to fit virtually any fender. Get one by stopping by your local Chrome Specialties dealer or contact them at 800-811-8904.

Doss V-Style Turn Signal Kit

Now you can signal your intentions with this stylish new signal kit designed by Rick Doss. The full kit comes with Magnum bullet lights and there's also a version that allows you to use your stock lights. These kits fit 4-speed FL models from '74 through '84, Heritage Softail models from '86 through '01 and FLT, FLHT, FLHS and Road King models from '91 through '01. To get yours contact J&P Cycles at 800-397-4844, or go to their Web site: www.jpcycles.com.

Chrome "39" Marker Lights

Styled like the classic good looking taillights found on the venerable '39 Ford, these chrome-plated marker lights will add just the right amount of class to your ride. The front lights fit all models with side bolts in the triple trees, while the rear lights attach to a chrome bracket that's held in place by the original equipment taillight and fit all models '73 through '99 except those with fat bob fenders or '98 through '01 Sportster XL1200S. For more info contact J&P Cycles at 800-397-4844, or go to their Web site: www.jpcycles.com.

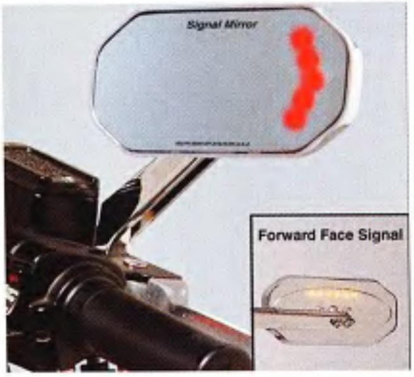


Swingarm Marker Light Kit By John Reed

And now, yet another way to add style and visibility from CCI. This new marker light system designed by John Reed replaces the original-equipment rear axle adjusters and swingarm end caps to add more visibility to the rear of your bike. The kit includes all the necessary hardware, 12-volt bulbs and both amber and red lenses. They're sold in pairs, but you already knew that. The kit is designed to fit Dyna Glide models from 1991 to present. Note: Requires drilling in order to run the wires through the swingarm. For more info and dealer locations contact Custom Chrome at 800-729-3332, or visit their Web site: www.customchrome.com.

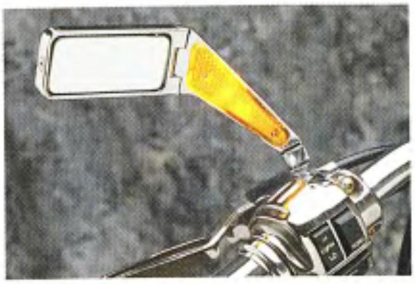
Backoff LED License Plate Frame

If you're looking for the perfect way to add more visibility to your custom bike and add a touch of class to your dull license plate, here it is. The Backoff plate frame is available in chrome or black finish and you can order matching hardware as well. Note: The plate assembly will not fit on fenders equipped with a l uggage rack. Check 'em out by stopping by your local Chrome Specialties dealer or contact CSI at 800-811-8904.



Muth Signal Mirrors

Muth Mirror Systems offers Signal Mirrors for select Harley-Davidson motorcycles as well as the Indian Chief, Honda Gold Wing and other metric cruiser motorcycles. The turn signal activates a red flashing chevron in the corresponding mirror as well as an amber forward-facing signal. Suggested retail price is $399. A brake module is available and adds a solid chevron in both mirrors when the brakes are applied. This module can be added to already installed Signal Mirrors or included on a new installation.
For more information contact Muth Mirror Systems, 4221 High Tech Lane, Sheboygan, WI 53083. Phone 800-844-6616, fax 920-451-2001; Web site: www.kwmuth.com.



Jammer Hinged Turn Signal Mirrors

Designed for Jammer Cycle Products by custom builder Ken Moir, these chrome mirrors feature high-output, 12-volt turn signals built right into the stem and the amber lenses are visible from both sides. These mirrors incorporate a unique pivoting mirror glass that provides horizontal and vertical adjustments and a swivel mounting bolt for fine-tuning. They fit left or right side on most big twins and Sportsters from 1965 and up. Contact Chrome Specialties at 800-811-8904 to find out where to get yours.

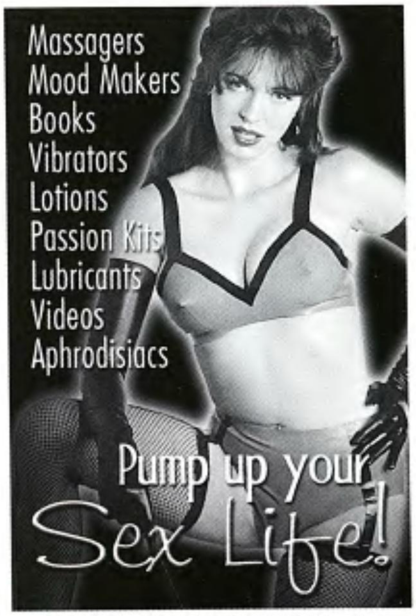
Drag Specialties Laydown Taillight Assemblies

These complete taillight assemblies include adapter bracket, hardware and instructions for easy mounting on 99-02 FLT/HT, FXD, XL and 00-02 FLST fenders (except FLSTS). They will also bolt directly to the fender on most 73-98 models where the adapter bracket is not required. Drag Specialties also sells the adapter bracket separately for mounting most 73-98 style taillight assemblies to 99-02 FLT/HT, FXD, XL and 00-02 FLST models. Note: Installation on 99-02 models will require OEM wiring modification.

For more information contact your local Drag Specialties dealer.

Axle Covers with Marker Lights

Redefine your bike with these beautifully chrome-plated, die-cast rear axle covers while adding visibility. Designed by Darrell Hayes Custom Concepts, these good-looking covers include integrated marker lights for the ultimate good looks. The covers fit Harley-Davidson Softails from '86 to present. Available from your local Custom Chrome dealer. For more info and dealer locations contact Custom Chrome at 800-729-3332, or visit their Web site: www.customchrome.com.



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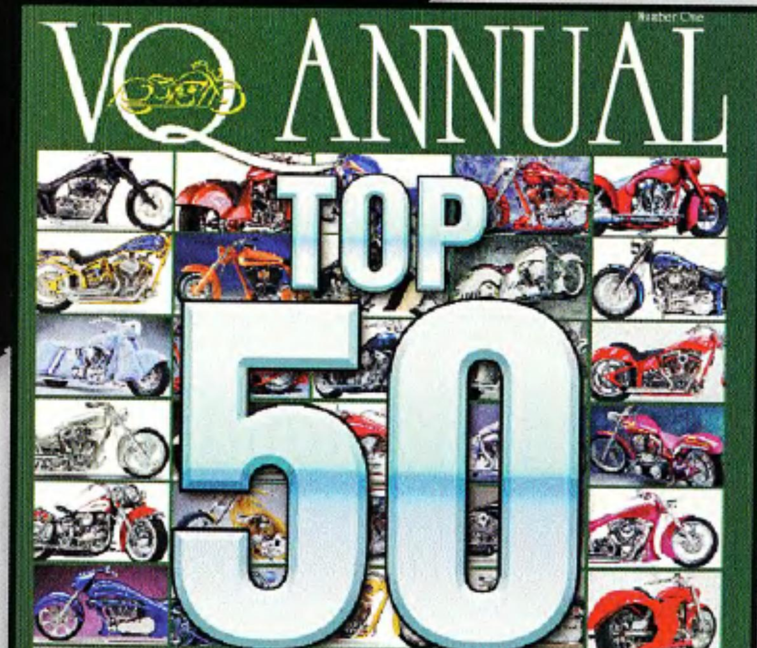
The 50 Best Bikes of VQ Magazine

Paisano Publications proudly presents: the VQ annual, offering the 50 finest custom motorcycle creations ever seen. This connoisseur's collection for the high end rider is a 100 page collector's edition that you'll treasure forever.

Over the last decade a vast array of beautiful bikes made their way to our cameras and into VQ. This Annual tribute to the very creme de la creme of custom bikes is a carefully chosen selection from our cellar of steller moto-art hewn by the great maestros and magicians of master bike building. Quite simply, what awaits you in our VQ Annual is a stable of two-wheeled thoroughbreds...the best of the best of VQ.

The VQ Annual also includes our 32-page Best Bike Builders outsert which showcases the first work by the best custom bike builders on the planet.



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DON'T MISS THIS ONCE A YEAR ISSUE!

ReadersRides

Dieter Herbstler
Clinton, Iowa
1978 Shovelhead

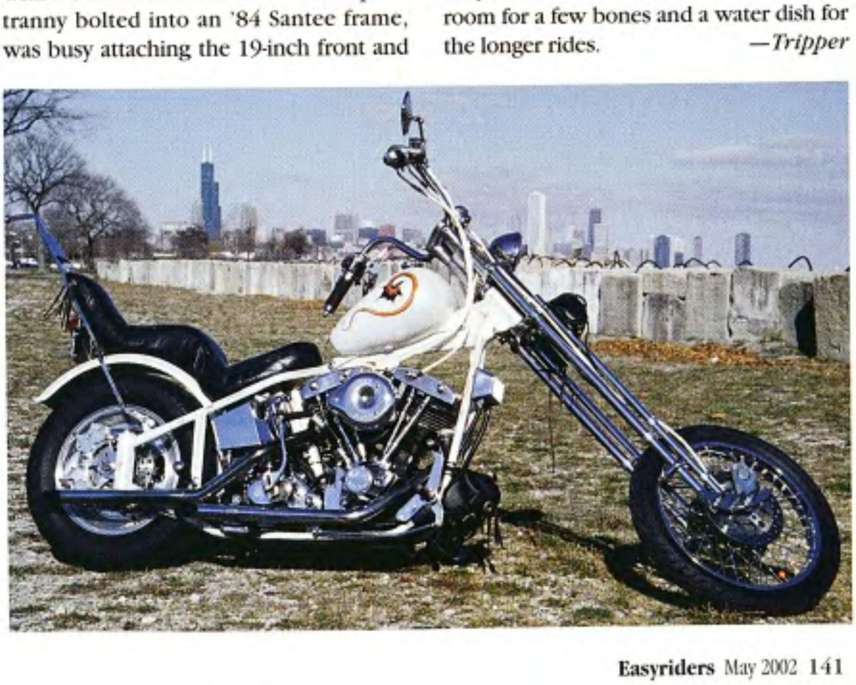
Usually, it's the girlfriend or wife that gets jealous over a guy's favorite ride, but this time, it was the dog. Seems Dieter, while he was working on this awesome rigid shovelhead, set the motor on a stand, which was placed on the floor, and then "I stepped out of the garage for a minute," he says. "When I came back in, the dog had pushed the motor over to its side and was trying to drag it across the floor, apparently with the intent of burying it somewhere in the back yard."

Of course, we're not talking about some Chihuahua or other snake food item, but Bear, Dieter's full-size Rottweiler. This kind of behavior is understandable from so large a dog, because whereas a Chihuahua might actually have the chance to sit in front of his master's lap on the bike's tank, where's a monster like Bear likely going to fit?

Especially, once Irene tags along, who apparently loves this bike almost as much as Dieter. She's earned that privilege too, because while Dieter was cutting and raking, chopping and fabricating things like the brakes and the 12-inch over front end, Irene was busy building the seat from scratch. Holy cowhide, you say, what a woman! Sure, and that's not all. Since she's fairly fluent in electrics, she also set about to wire up the bike and made sure that Dieter's lights didn't short out every time he'd step on the brakes. Now, how's a Rottweiler compete with that?

So while Dieter, who started this project with a '78 shovelhead motor and a 4-speed tranny bolted into an '84 Santee frame, was busy attaching the 19-inch front and 16-inch rear wheels, the decidedly anti-Rottweiler "buzzard's perch" sissybar, buckhorn handlebars, and white metal flake paint (together with his buddy Roger Fisher), Irene took care of the mural design.

I hate to say it, but I empathize with Bear here; he probably feels totally left out. Maybe he should bark Dieter into adding a nifty little sidecar to the bike, with enough room for a few bones and a water dish for the longer rides. *—Tripper*



Photos: Nate Ulrich

ReadersRides

Kent Comer
Winston-Salem, North Carolina
1976 XLCH

This little beauty, if we are to believe its owner, owes her looks to an oil leak. Kent, who has owned this bike for the past 15 years, "went on a Helmet Freedom Run, where I had to carry 3 quarts of oil in the saddlebags just to make the 180-mile round-trip," he says. Apparently, this went on for a while, but, "when I got back from Daytona Bike Week in '96, I had enough of carrying oil and cat litter in my saddlebags."

And thus, the transformation began. "I love to turn wrenches, so I took the whole engine apart myself and put it back together," Kent says. "The top end was took to .40 over with a complete head job, new Barnett clutches, an old 40mm round-slide Mikuni carb off an old drag bike with a milled-out cooling adapter was replaced with an S&S Super E with a velocity stack. I also cut the front end down 2 inches, and the flywheels and rods are out of a later model Sportster."

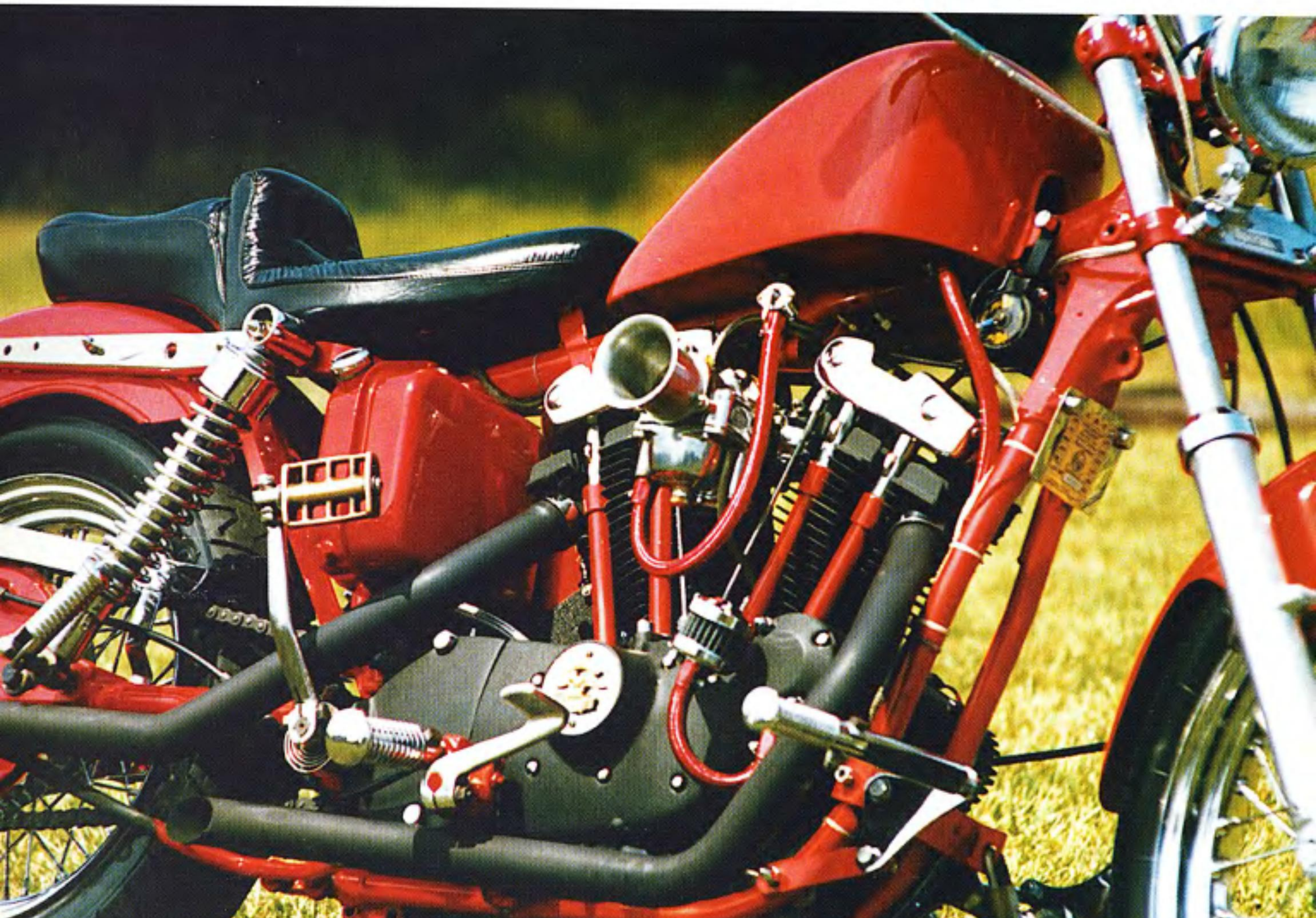
But Kent found himself tearing it down again soon after finishing it, because "I think I pissed somebody off one night while doing a five-minute burn-out. It started to lock up, and after taking it home and checking the oil level, I found a child's T-shirt in the oil bag."

He's continued to make changes, some of which aren't seen in these photos, like a red flamed seat, black chrome drag bars, and a mustang twin-cap dashless tank. "And I sawed off the pipes. I even put machine screws in the rear sprocket to replace those damn rivets that seem to shake loose when you constantly raise hell."

Kent would like to thank JJ at Piedmont Cycles "for selling me parts on credit, and Moby for some technical assistance. Also, Jeff Payne at Ultra Coatings for the powdercoat, Terry Brickey for the excellent paint job, and Greg Parnell for the use of his building and tools. It's amazing what you can create in a back yard while drinking beer."

I personally would like to join Kent in his effusion of gratitude and thank him, from the bottom of my heart, for not being my neighbor. *—Tripper*

Photos: owner



Jim Wells
Medicine Lodge, Kansas
1966 Sportster

"Dear *Easyriders*," begins this woeful tale of hard times and bad luck. "We are losing a family member soon, and I want to show my appreciation for the years of spectacular service she has given us. The member I'm speaking of is an eye-catching 1966 Harley-Davidson Sportster my husband calls Plum Crazy."

Apparently, financial difficulties and what the missus refers to as "the state of Kansas 'borrowing' my old man's driver's license for the next year," are the chief causes for the untimely departure of Plum Crazy from the Wells household. Although she can't tell us much about the specs or configurations of this wondrous machine, Mrs. Wells, who, despite her jealousy of Jim's "bitch" confesses to missing her when she's gone, seems to know enough about her rival to tell us that "Jim did everything himself, from rebuilding the original '66 motor to raking out the front end a full 19 inches." All-righty then.

Jim also "customized his foot and highway pegs, as well as the side mount tag bracket." Apparently, he also "chopped the frame and, more recently, the rear fender, and he cut and covered the solo seat." With obvious pride she goes on to tell us that "he has turned this classic machine into every man's dream girl, and he did it with spare dollars, determination, and the sheer love of a rigid." What we don't see, according to her, are the original '66 primary and cam covers, which Jim apparently has only recently found and restored.

The touching, heartfelt letter then ends with the plea, "All in all I am asking for a small dedication for all his hard work and good times on this classic beauty. After all, I know he is truly Plum Crazy for her.

Thanks, Man,

Leroy Wells."

Well, let me wipe the tears from my eyes, Leroy, and assure you that it's not just this beautiful bike, but also the way you stand by your man that tugs…

Wait a minute! Leroy? Jim's wife's name is Leroy? Hey, is this another one of those letters from prison? —*Tripper*

Photos: owner

ReadersRides

Photos: owner

Buzz Taylor
Hell,Michigan
2000 Custom Trike

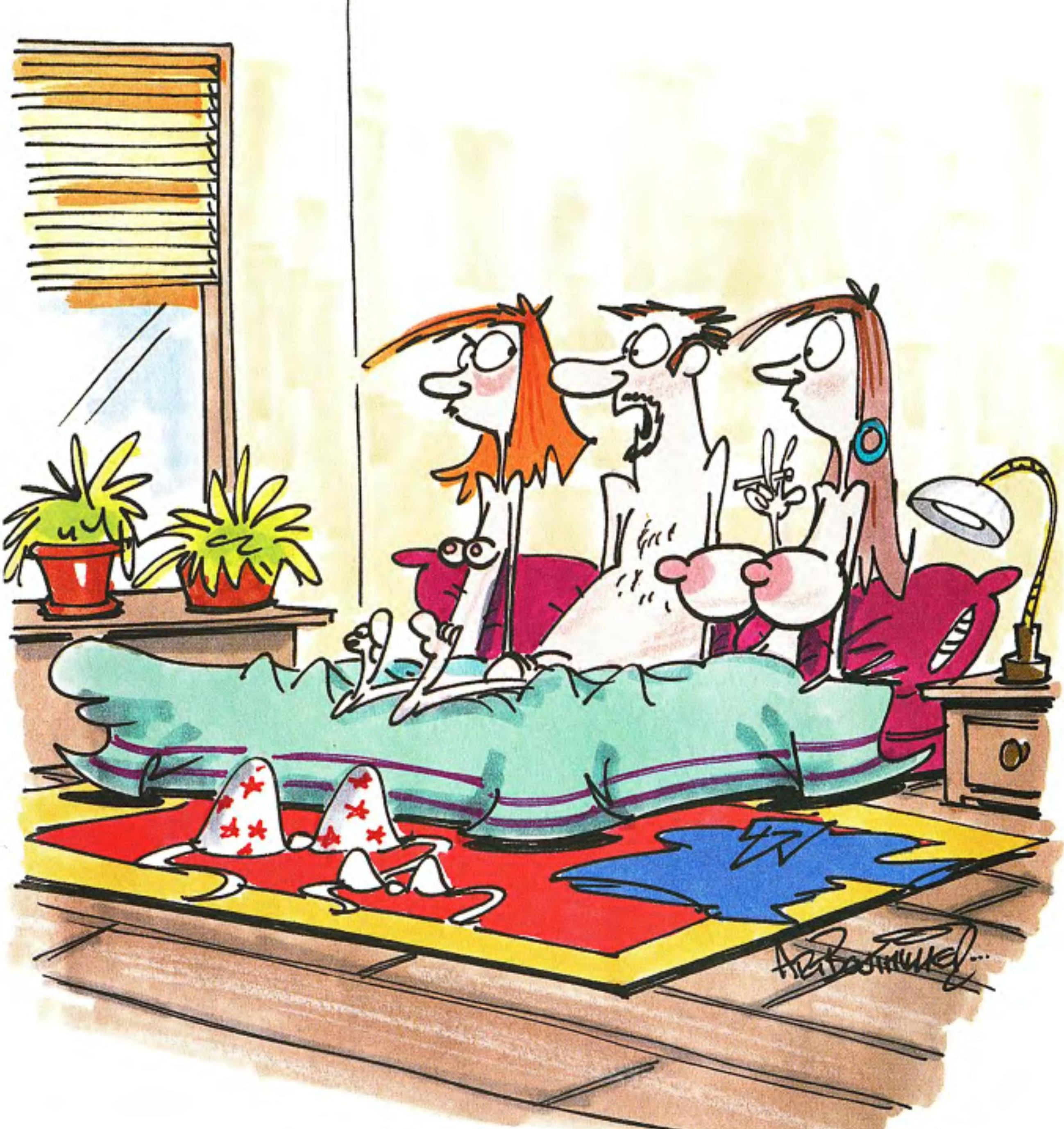
After 14 years of going through his own, private hell (as opposed to a more public Hell, the town he lives in), Buzz Taylor is in the saddle again. A lifelong rider, who's been on Harleys since he was a kid, Buzz "loved the lifestyle and the feeling he would get while riding the countryside on his bike," his Hell-ish wife says.

But then, in 1994, tragedy struck when this Vietnam vet took ill and eventually lost his left leg right above the knee. He also had nerve damage to his right leg. "He thought his riding days were over," Mrs. Taylor says, "and he went through the next five years in a deep depression, because six to nine months out of the year, you can hear the roar of bikes in downtown Hell all day long. Poker runs, toys for tots and numerous other events are scheduled throughout the warm weather months, and the roar of Harleys would only remind Buzz that he possibly would never ride again."

Bad as times might have been for Buzz, he was blessed with a helluva wife, who told him over and over again that someday he would be on a Harley again, come hell or high water. "I didn't know how or when, but if I had anything to do about it, he would ride," she tells us.

Enter Don Miller, owner of Miller's Parts from Hell. He and Buzz became friends at some point and started talking about the days when Buzz would own a bike again. So, last October, Buzz and Don came up with the idea of building a trike. In fact, it's the First Trike from Hell, and it was built exactly to Buzz's specifications, and Don, obviously one helluva guy, told Buzz that his main goal was to see Buzz smile again.

As you can see, Don was wildly successful, and Buzz now grins like the devil himself. And the best part of it: all of it took place without Hell having to freeze over. — *Tripper*



"Just because your tits are smaller than her nipples doesn't mean you should be insecure..."

Blues Buster

Look out canyons, here comes a brand new way for bikers to get out and stretch their abilities. The new XL883R Sportster from Harley-Davidson has just what it takes to provide miles and miles of grins-per-dollar if a little canyon carving is what lights yer fuse. After all, cruisin' the boulevard is only fun for so long and ya can't go touring every day (at least most of us can't), so if you're like some of the canyon cannibals around here, getting deep into a corner or three is big fun.

Weighing in at a mere 503 pounds dry, this new race-inspired Sportster has a great power-to-weight ratio that makes it more than capable of getting down the road in a hurry, while also feeling pretty nimble in the corners. The 5-speed gearbox provides smooth-shifting, well-spaced ratios that make playing in the twisties lots of fun since the gearing lets the bike accelerate well out of the corners, while the 9:1 compression ratio creates enough back pressure to help slow ya down a bit when downshifting in a corner—shifting was effortless, by the way.

The 883cc mill may seem small by today's big-inch standards, but it's well suited for the roll it plays in this lightweight fun machine. Fed by a 40mm, constant velocity Keihin carb, the motor makes 52 foot-pounds of torque at 4,500 rpm in stock trim and exhales through a new 2-into-1 exhaust system that is upswept slightly to help maximize cornering clearance. And since the bike has the ability to lean 37 degrees on both sides when cornering, we'd have to say Harley got it right.

The Motor Company saw fit to install dual 4-piston disc brakes on the front end of the 29-degree raked forks, a good idea on a bike designed for "sporting" purposes, but we felt that the lever was a bit spongy. This could probably be fixed by something as simple as installing braided lines, or at worst, a different bore master cylinder to handle two calipers. One of Harley's 4-piston calipers brings the rear to a halt, activated by the mid-mounted controls. Herein lies a "Catch 22."

The mid controls make for lots of ground clearance when you're pitched over in a corner, which is good, but if you're much over 5 foot 6 or have lots of inseam length, you're gonna feel a bit bunched up the way these perches position your feet. Kinda like the ol' monkey and the football… but I digress.

The engine is finished in streetfighter wrinkle black with the exception of the rocker boxes and exhaust, and several pieces like the bars and mirrors are dull black as well. The black finish is offset nicely by the visually striking Racing Orange paint scheme, complete with checkers, reminiscent of the track bikes that inspired this new model. The package looks great and is a gas to take out for blasts through the countryside.

Rolling stock on this Sporty are the 13-spoke mag variety with a 100/90 x 19 up front and a traditional 130 x 16 in the rear. Both wheels are wrapped in Dunlop rubber, which is sticky enough to keep ya confident in the corners while still providing decent mileage.

We'll make no bones about it, this Sporty might not be the best bike for takin' to Sturgis or for a cross-country jaunt, even though the stock seat was quite comfy. It's a spirited machine made for fun. But in this age of riders often owning two or more bikes, adding a fun, lightweight bike to your stable might just be the best way to beat the workday blues.

—Boxcar

ARLEY-
AVIDSON
883

Owner: ....Harley-Davidson
City: ....Milwaukee, Wisconsin

General

Fabrication: ....Harley-Davidson
Year and make: ....2002 H-D
Model: ....XL883R Sportster
Assembly: ....Harley-Davidson

Engine

Year: 2002
Builder: ....Harley-Davidson
Ignition: ....Harley-Davidson
Displacement: 883cc
Cam: ....Harley-Davidson
Carb: ....Keihin
Pipes: 2-into-1

Transmission

Year: 2002
Type: 5-speed
Primary:..................triple-row chain
Clutch: ....wet, multi-plate, diaphragm spring

Painting

Painter: ....Harley-Davidson
Color: ....Racing Orange
Special paint: ....wrinkle black engine

Frame

Year: 2002
Builder: ....Harley-Davidson
Type: ....Sportster
Rake: ....29.6 degrees
Shocks: ....Harley-Davidson

Accessories

Handlebars: ....Harley-Davidson
Risers: ....built in
Handlebar controls: ....H-D
Fenders: ....Harley-Davidson
Headlight: ....Harley-Davidson
Taillight: ....Harley-Davidson
Speedo: ....Harley-Davidson
Pegs: ....Harley-Davidson
Foot controls: ......Harley-Davidson
Gas tank: ....Harley-Davidson
Oil tank: ....Harley-Davidson
Seat: ....Harley-Davidson
Mirrors: ......Harley-Davidson, black
Grips: ....Harley-Davidson
Oil system: ....3-qt. dry sump

Front end

Type: ....telescopic
Builder: ....Harley-Davidson

Wheels

Front

Make: ....Harley-Davidson
Size: ....100/90 x 19
Tire: ....Dunlop
Brake: ....Harley-Davidson

Rear

Size: ....130/90HB x 16
Wheel: ....Harley-Davidson
Tire: ....Dunlop
Brake: ....Harley-Davidson
Photos: ....Ken Ross

I'LL SAY IT'S FAST—
EVERY TIME I RIDE
IT I GET JET LAG
TOM WOJAHN

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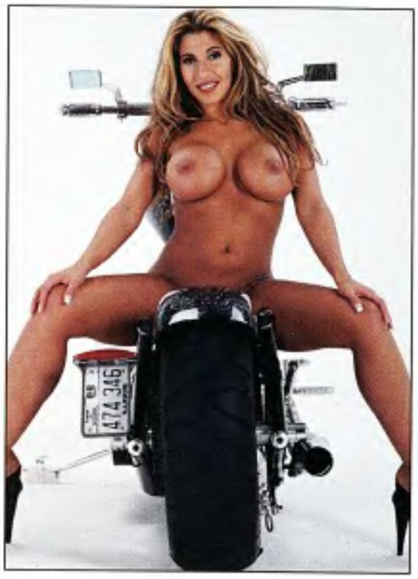
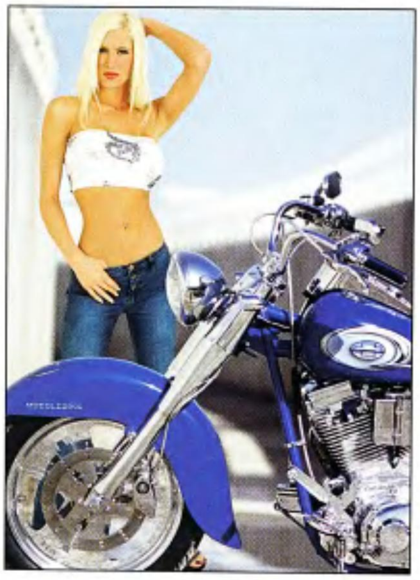
ComingAtYa

The June 2002 issue of *Easyriders* (No. 348) gets you ready for blue skies, warm breezes, and a summer of great riding. It's our Daytona Special and we're pulling out all the stops to bring you the best of Bike Week coverage ever. We'll also hit the massive Easyriders Bike Show in Charlotte, North Carolina, take in Southern California's Beach Ride, and travel clear across the globe for a mega H.O.G. Rally in Greece. And there's a mix of custom iron including the world's first Paul Yaffe rolling chassis chopper kit, a sinister long bike from Tony Fulco, a predatory pro street ride from Paramount Customs, and a new scoot from Panzer. We'll give you the details on the new S&S mega-motor and serve up two great guides. Plus: Our awesome 32-page "Daytona Scrapbook" outsert! *On sale April 30th.*





The marvelous May 2002 issue of *V-Twin* (No. 13) gives you 11 killer custom bikes and a slew of bouncy babes for you to lust over. We'll bring you all the awe and splendor of the Easyriders Sacramento Bike Show, enlighten you to some Summer Riding Tips, and offer up a Farout Frame Guide for your custom bike project. You'll meet master bike builder Chica, discover two-wheeled hot tub havens, and get the skinny on Yamaha's new Road Star Warrior in our exclusive test ride. All this plus the usual righteous road tales, industry profiles, the hottest new products for your ride and a whole lot more. The May issue of *V-Twin* is absolutely the most motorized fun you can have without getting bugs in your teeth!

On sale April 9th!

This is Debby from the Boogie and a shovel that Road Hawgs built. The April issue of *Biker* is guaranteed to contain your fix of bikes and tits, as well as our other crazy shit that you have to put up with. *On sale now!*

June's issue of *In The Wind* (No. 109) is loaded with photos sent in by our readers. Your mug may be in here if you've been caught on film riding your Harley. Our scooter babe is Amina, a Valkyrie vixen from Sweden. *On sale now!*

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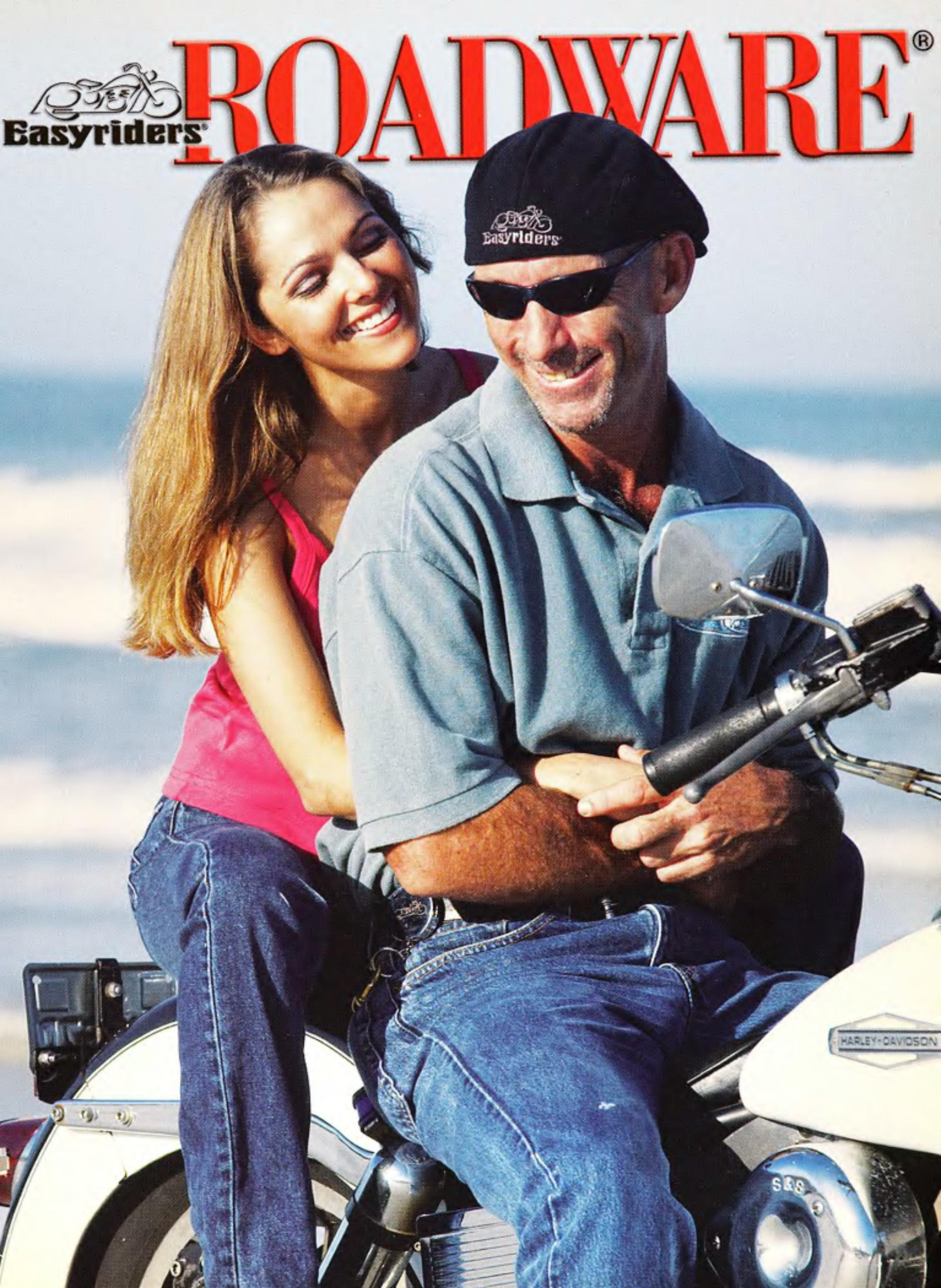


A.

A. Two Piece Rainwear

Who says rainwear has to look like rainwear? Here is a set of *Easyriders* rainwear you won't want to take off. It's styled just right with features that include reflective strips; elastic at the waist, wrist and ankles; tons of pockets; and a velcro closure over the zipper and at the neck.
4710 Sizes MD, LG, XL, XX
$79.00

B. Four Pocket Vest

This supple vest is fully lined with three zippered pockets, plus it has a change pouch to give you plenty of storage space. The adjustable lace-up sides allow a comfortable fit and the built-in kidney panel makes it a great riding vest.
5170 Sizes MD, LG, XL, XX, XXX
$149.00

C. Cruiser Vest

Get pumped. Then show off those biceps or your favorite tattoo with this heavy duty black leather vest with buckle adjustments, 2 pockets for your hands and 2 more for your valuables.
5175 Sizes MD, LG, XL, XX, XXX
$119.00

D. Vest Extenders

When you need just a little more room in that vest or you just want to keep if from blowing wide open, we have the answer. These handsome lookingbone and leather extenders come with an Easyriders Bike Logo Snap that attaches to your vest. Actual size 4 1/2".

310150	Natural	$14.95
310151	Black	$14.95

E. Embossed Denim Jacket

There is nothing more versatile or comfortable than a denim jacket. It is always in style so you will wear it for years. The unique embossed Easyriders logo adds style to an already great jacket. Made in the U.S.A.
9107 Sizes MD, LG, XL, XX
$85.00

C.

B.

D.

E.

F.

F.

F.

F. Suede & Leather Varsity Jacket

Let your high school memories flood back when you wear this quality constructed jacket. This flash from the past jacket features leather sleeves and black leather trim around two outside pockets and one inside pocket, satin feel polyester lining, as well as a ribbed neck, cuffs and back waist. Adding a generous detailed embroidery across the back leaves nothing to the imagination. Available in two colors.

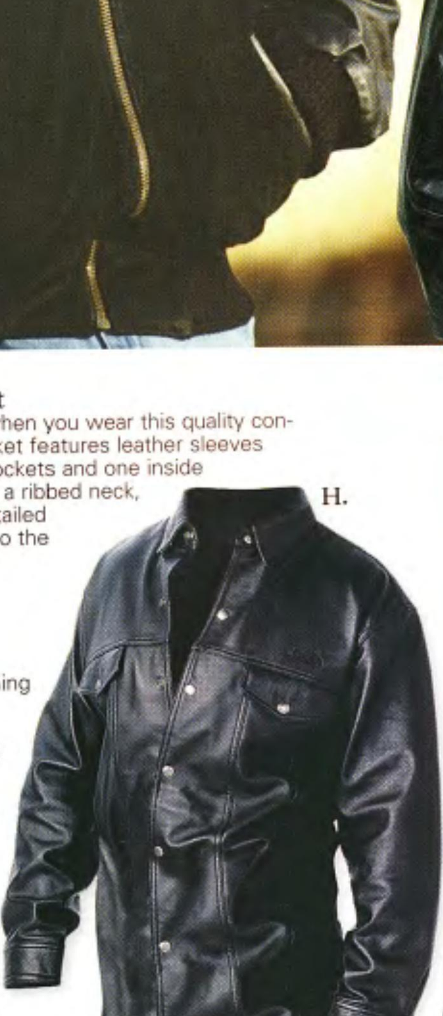
4143 Olive • 4142 Black
Sizes MD, LG, XL, XX $159.00

G. Pigment Dyed Canvas Jacket

This jacket packs a punch. With a quilted lining it is warm enough for even those chilly autumn days. It features two side pockets and one inside, a corduroy collar and ribbed cuffs and back waist.

4127 Sizes XL, XX $104.00 (without imprint)
4137 Sizes MD, LG, XL, XX $109.00 (with imprint)

H.



H. Long Sleeve Leather Shirt

For those of us who can't live without leather, we offer a soft fully-lined Napa leather shirt featuring two snap-closure front pockets,a snap down collar and shirt-tail bottom.

3310 Sizes SM, MD, LG, XL, XX, XXX
$189.00

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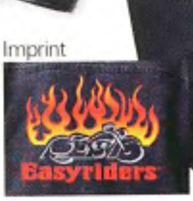
G.

Imprint



A.

A. Twill Shirt w/Casual Collar

Here are two choices in a favorite style. They are made of 4.5 oz. cotton and feature a stiff relaxed collar (not button down) along with two button adjustable cuffs and a left chest pocket. The woodtone buttons are a nice touch to an already great looking shirt. Available in either stone (right) or a brown/black-mini houndstooth pattern (left).
Sizes MD, LG, XL $34.95
XX, XXX $36.95
7496 Stone
7497 Houndstooth

B. Band Collar Twill Shirts

These band collar shirts are made from some of the softest 100% cotton you'll ever put next to your skin. Two single button pockets, and an *Easyriders* embroidered logo finish it off nicely. It is available in a choice of two colors with a touch of denim.
Sizes MD, LG, XL, XX, XXX $34.95
7466 Khaki
7465 Green

C. Bike Flame Hooded Zip Sweatshirt

This sweat shirt is made of 100% cotton with knit cuffs, zip front, a tie to tighten the hood and screen printed bike flame design enhancing the sleeves.
3716 Sizes MD, LG, XL, $39.95
XX $41.95

D. Bike Logo Sweatshirt

This sweatshirt is made of 95% cotton and 5% polyester, this long wearing, low maintenance sweatshirt features our two color embroidery and is perfect on or off your bike.
3731 Sizes MD, LG, XL, XX
$34.95

E. Deluxe Quarter-Zip Sherpa

This shirt is made of preshrunk 70% cotton and 30% polyester. This soft shirt has a ribbed knit cadet collar and cuffs, plus an antique brass look zipper and it's machine washable.
3702 Natural
3701 Heather
Sizes MD, LG, XL, XX $59.00

A.

Easyriders LOGO

B.

C.

D.

LOGO

E.

Phone: (800) 247-6246 or (818) 889-8740

Fax: (800) 523-8301 or (818) 889-4726

www.easyriders.com

F.

G.

G.

LOGO

F. Light Blue Denim Shirts

This cotton denim shirt comes in your choice of long or short sleeve. They are machine washable and sport an embroidered, retro look logo above the pocket.

Sizes MD, LG, XL, XX

3740 Short Sleeve Lt. Blue $31.95

3739 Long Sleeve Lt. Blue $33.95

G. Dark Blue Denim Shirts

If you prefer dark denim, this cotton denim shirt also comes in your choice of long or short sleeve. They are machine washable and sport an embroidered, Easyriders bike logo above the pocket. Sizes MD, LG, XL, XX

3742	Short Sleeve Lt. Blue	$31.95
3741	Long Sleeve Lt. Blue	$33.95

H. Garment Dyed Golf Shirts

When you want to show your colors on the links or on the bike here is the perfect casual solution. This comfortable cotton golf tee is stylish and comes in a broad selection of muted colors. (Left to right)

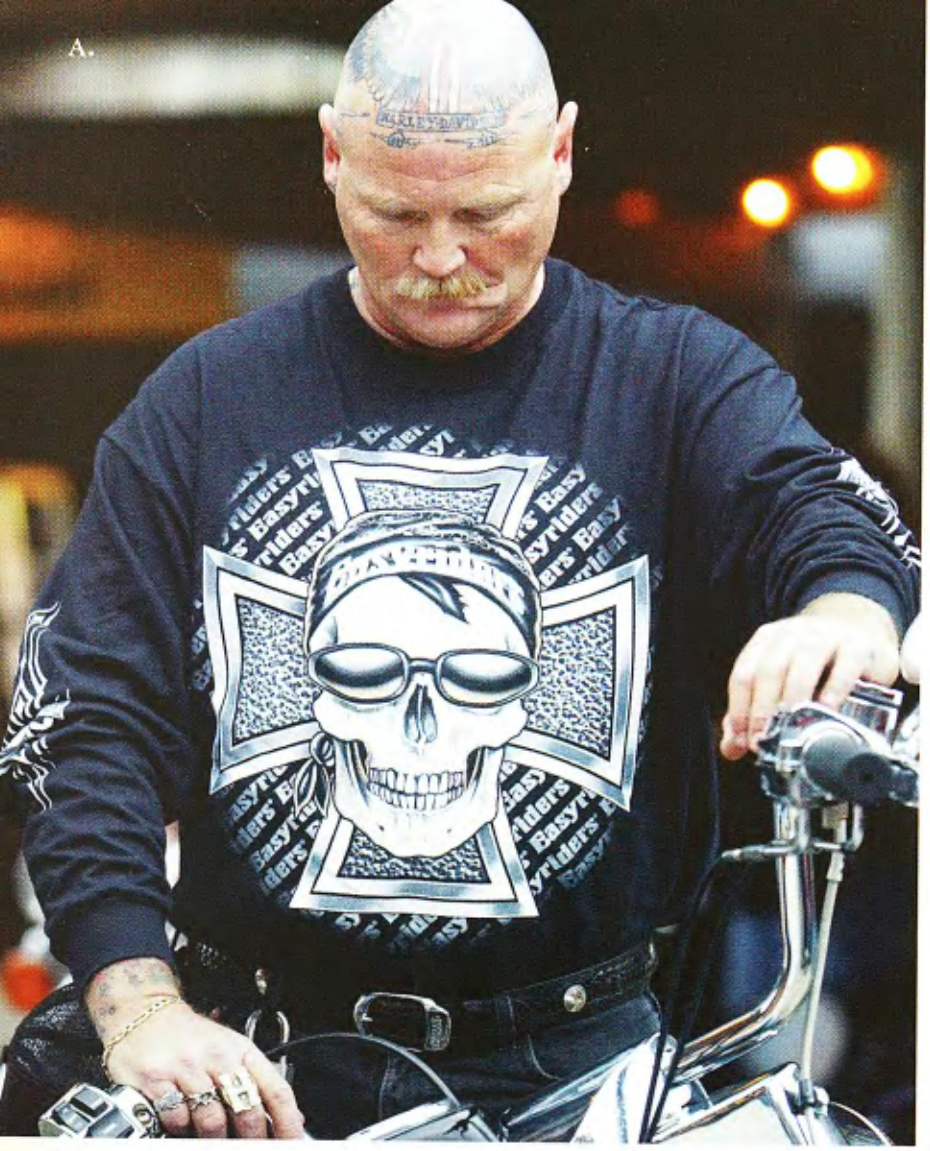
4003 Mocha
4001 Terra Cotta
4000 Blue Granite
4002 Moss

Sizes MD, LG, XL $36.95
XX $38.95

LOGO

H.

A.



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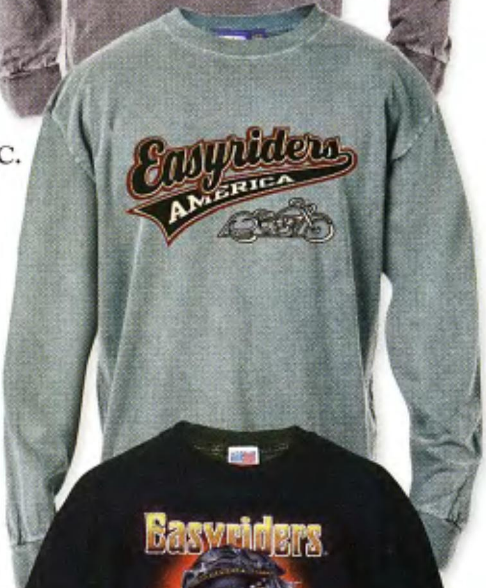


D.

A. Iron Cross Long Sleeved T-Shirt

It's all in black and white, and in this case it's art which combines tribal tattoo designs with a unique skull and cross (no bones). It is a great addition to your T-shirt collection.
8478 Sizes MD, LG, XL $26.95
XX $28.95 • XXX $29.95

B. Celtic Skull

This faded black shirt is made of 100% cotton and has a ribbed collar and cuffs. It's the perfect backdrop for the Celtic Skull design.
8622 Sizes MD, LG, XL $26.95
XX $28.95 • XXX $29.95

C. All American Green

This pigment dyed shirt is made of comfortable 100% prewashed cotton and has a ribbed collar and cuffs.
8624 Sizes MD, LG, XL, XX $24.95

D. Easyriders Wants You!

This black long sleeve T-shirt comes with a compelling message. It is made from 100% cotton and has a ribbed collar and sleeves.
8621 Sizes MD, LG, XL, XX $24.95

E. Wolf Shield Long Sleeve T-Shirt

This design captures the elements and the experience of freedom with symbols that honor our Native American brothers. To make this shirt even better, it is screened on 100% preshrunk cotton.
8477 Sizes MD, LG, XL $26.95
XX $28.95 • XXX $29.95

F. Bike Logo Long Sleeve T-Shirt

Keep your arms from frying in the sun and keep the cool comfort of a T-shirt with an *Easyriders* long sleeve tee. This 100% cotton shirt with a ribbed collar and cuffs also features the popular *Easyriders* bike logo design.
8626 Sizes MD, LG, XL $26.95
XX $28.95
XXX $29.95

F.

E.

Long Sleeve T-Shirts

These shirts feature a design on the front as well as both sleeves. They are made of 100% preshrunk cotton and are available in your choice of designs. Pricing for all shirts is as follows:

MD, LG, XL $26.95
XX $28.95
XXX $29.95

G. Flaming Skull
8725 Sizes MD, LG, XL, XX

H. Pan Skull
8297 Sizes MD, LG, XL, XX, XXX

I. Tribal Skull
8709 Sizes MD, LG, XL, XX, XXX

J. Engraved Skull
8707 Sizes MD, LG, XL, XX, XXX

K. Ghostriders
8623 Sizes MD, LG, XX, XXX

L. Liquid Eagle -Lake Blue
8295 Sizes MD, LG, XL, XX, XXX

M. Skull Shield
8476 Sizes MD, LG, XL, XX, XXX

N. Diamond Plate
8708 Sizes MD, LG, XL, XX, XXX

Phone: (800) 247-6246 or
(818) 889-8740
Fax: (800) 523-8301 or
(818) 889-4726
www.easyriders.com

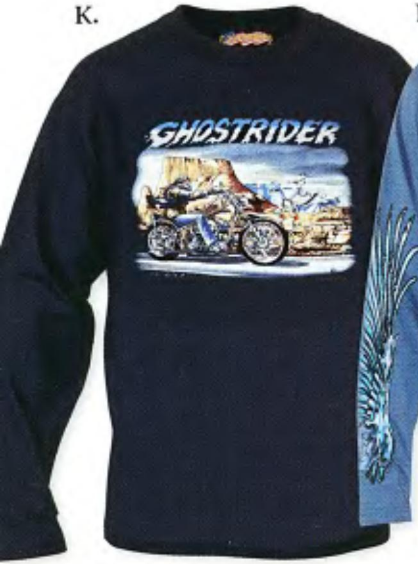
G.

H.

I.

J.

K.



L.

M.

N.

A. Racing Stripe Henley
You're a winner and you'll feel like one too in this comfortable Henley with an *Easyriders* embroidered logo. Available in both long or short sleeve.
3751 Short Sleeve
Sizes MD, LG, XL $26.95 • XX $28.95
3747 Long Sleeve
Sizes MD, LG, XL $31.95 • XX $33.95

B. Purple Wings Henley
This mens Henly is fashioned from 100% cotton and is styled with a full embroidered logo. Avaliable in short or long sleeve.
8719 Short Sleeve
Sizes MD, LG, XL $24.95 • XX $26.95
4004 Long Sleeve
Sizes MD, LG, XL $29.95 • XX $31.95

C. Long Sleeve Silver Engine Henley
This steele blue, mens Henley is made of 100% cotton and features an embroidered silver engine and wings *Easyriders* logo.
3743 Long Sleeve
Sizes MD, LG, XL $26.95 • XX $31.95

D. Embroidered Tribal Henley
This men's Thermal Henley has been inspired by the great tribal tattoos so often seen today. It's made from 14 oz. heavy-weight 100% cotton jersey and an embroidered tribal logo in gold.
3737 Sizes MD, LG, XL - $24.95 • XX $26.95

E. Embroidered Bike Logo Henley
Another great men's Thermal Henley made from 14 oz. heavyweight 100% cotton jersey sweetened with a richly embroidered Easyriders bike logo.
3738 Sizes MD, LG, XL, $24.95
XX $26.95

F. Embroidered Ying-Yang T-Shirt
Put your t-shirt wardrobe in balance with this Ying-Yang embroidered shirt. It is available in your choice of black or orange and made of 100% good Karma cotton.
8279 Charcoal • 8278 Orange
Sizes MD, LG, XL $19.95 • XX $21.95

G. Flame Tye-Dye T-Shirt

Here's another choice of tie-dye but with a twist. This version has a nicely screened *Easyriders* logo above the left chest area. It is also made of 100% cotton.
8451 Sizes MD, LG, XL $19.95
XX $22.95 • XXX $23.95

H. Tye-Dye T-Shirts

The art of tye-dye is timeless. Each becomes a unique piece of art and has been accented with an embroidered *Easyriders* bike logo. It's made of 100% cotton adding comfort to style. and it is available in two styles.
1236 Saphire tye-dye
1234 Orange Flame tye-dye
8287 Fade Black
Sizes MD, LG, XL $19.95
XX $22.95 • XXX $23.95

I. Pocket T-Shirts

An embroidered *Easyriders* logo sits over the generous pocket of these sturdy 100% cotton shirts. Choose from these styles.
8460 Mocha w/line bike logo
8461 Orange w/line bike logo
8462 Black w/like bike logo (not shown)
8455 Black w/screened skull logo
8464 Mocha w/half skull embroidered logo
Sizes MD, LG, XL $19.95
XX $21.95

J. Embossed T-Shirts

An authentic embossed logo adds dimension to an already awsome 100% cotton tee. The shirts are pigment dyed which makes each one unique. Available in two colors.
8902 Blue • 8903 Black
Sizes MD, LG, XL $19.95
XX $21.95

K. Blue Denim Embroidered T-Shirt

Called the Nearly Denim T-Shirt, it looks like heavyweight denim but it's actually soft 100% cotton. Surprise!
8901 Sizes MD, LG, XL $19.95
XX $21.95

A.

E.

A.

B.

A. Sleeveless Denim Shirt

If you've been working out or have a new tattoo to show off this shirt will do the job for you. Maybe you just want to layer up until the sun comes out. It has a worn (but not abused) look and feel. It's bound to be your favorite. Available in two colors.

9146 Black • 9148 Lt. Denim Blue
Sizes MD, LG, XL $34.95 • XX $36.95

B. Muscle T-shirt with Skull logo

If you've got the biceps or some special body ink to show off, this tee is for you. It features the Easyriders name in one of the original 1970 designs printed on comfortable 100% preshrunk cotton. It's machine washable and made in the U.S.A.

8341 Sizes MD, LG, XL $16.95
XX $18.95

C.

C. Mens 1970 American Muscle T-shirt

Easyriders was established in 1970 when extended front ends and ridged frames separated the men from the boys. Now this muscle tee is here to remind us of those days. It is made of 100% cotton and is screened on a heather gray shirt.

8916 Sizes MD, LG, XL $16.95
XX $18.95

D. Mens Logo Tank Tops

These comfortable tank tops are available in two designs and a choice of two colors. 100% preshrunk cotton. They are machine washable and made in the U.S.A.

8410 Skull Logo in Ash
8411 Skull Logo in White (not shown)
8405 Flame Logo in Ash (not shown)
8406 Flame Logo in White
Sizes MD, LG, XL $16.95
XX $18.95

D.

E. Flaming Tank Top

Heat things up a bit with this flaming screen printed tank top. Made of 100% preshrunk cotton, machine washable and made in the U.S.A.

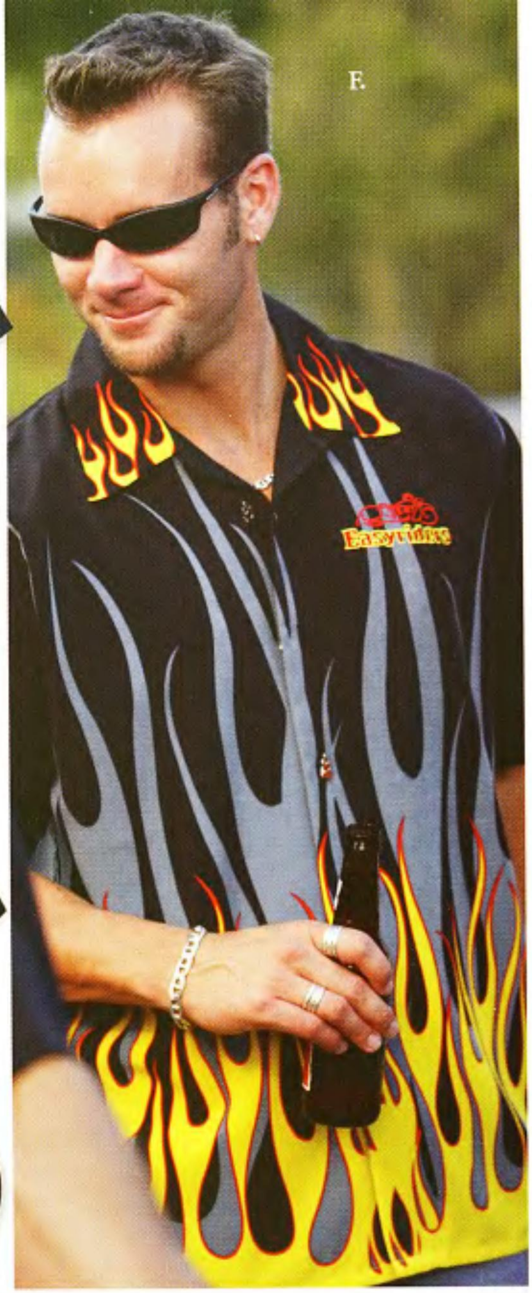
8726 Sizes MD, LG, XL $16.95
XX $18.95

F.

BUTTON DETAIL

BUTTON DETAIL

F.



F. Easyriders Flame Dress Shirts

Take dressing up to a whole new level with these outrageous flame shirts. They are made of a polyester material that feels more like silk and they're available in three styles:
7500 Chest Flames w/flame buttons
7501 Blue & Red Flames
w/skull buttons
7502 Yellow and Gray Flames
w/flame buttons
Sizes MD, LG, XL $49.95
XX $51.95 • XXX $52.95

G. Hawaiian Shirt

A motorcycle Hawaiian print shirt, what will they think of next? "Where can I get one?" was the comment when we road-tested this shirt. It is made of 100% cotton and has an open pocket on the left chest.
7305 Sizes MD, LG, XL $49.95
XX, XXX, $52.95

H. Bowling Shirt

In or out of the bowling alley, this shirt is hot. Its modern design is set on top of a comfortable poly rayon shirt that feels great on your skin. Granted, it was inspired by a 50's style, but it moves easily into the 21st century.
7300 Sizes MD, LG, XL $49.95
XX, XXX $52.95

I. Flame Caps

Fire it up with one of these cotton twill caps in a six panel pro-style pattern with an adjustable self-fabric velcro strap in back. Available in three colors (shown left to right).
300401 Red/Orange/Gold
300400 Black/Orange/Gold
300402 Red/Red/Black
$19.95

G.

H.

ENLARGED DETAIL

Phone:	(800) 247-6246 or
	(818) 889-8740
Fax:	(800) 523-8301 or
	(818) 889-4726

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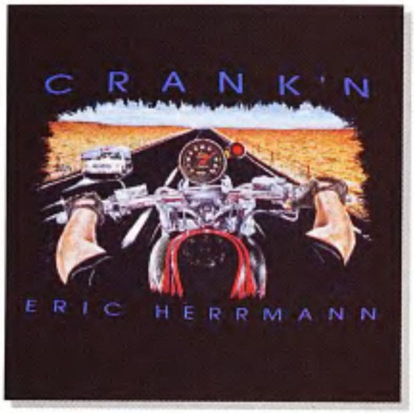
I.

SPROCKET EAGLE
8283 **Sizes MD, LG, XL, XX, XXX**

For over 20 years *Easyriders* T-shirt designs have always embodied the fun and freedom of the biker experience, and our newest T's continue that fine tradition. Some designs have also combined embroidery with the silk screened image, while others have been printed front and/or back. All designs are screen printed on 100% cotton.

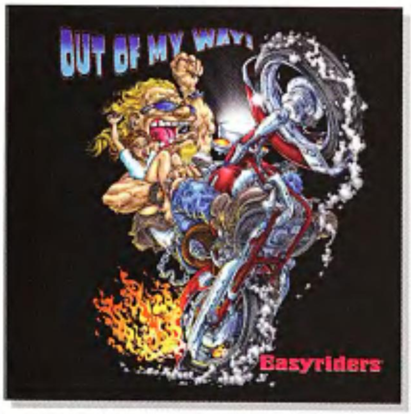
Unless otherwise noted, pricing is as follows:
MD, LG, XL T-shirts are $16.95 ea.
XX are $19.95 ea.
XXX (when available) are $22.95 ea.



CRANKIN' by Eric Herman (Back Print)
9700 Sizes MD, LG, XL $19.95
XX $21.95

STURGIS by Eric Herman (Back Print)
9705 Sizes MD, LG, XL $19.95
XX $21.95

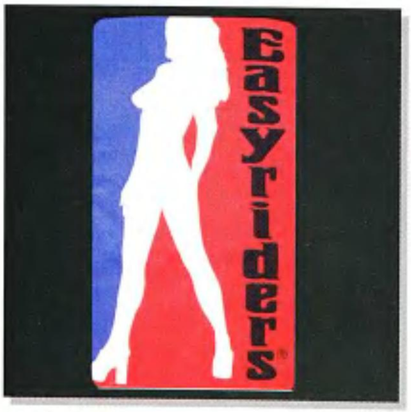
LIVE FREE
8920 Sizes MD, LG, XL, XX, XXX



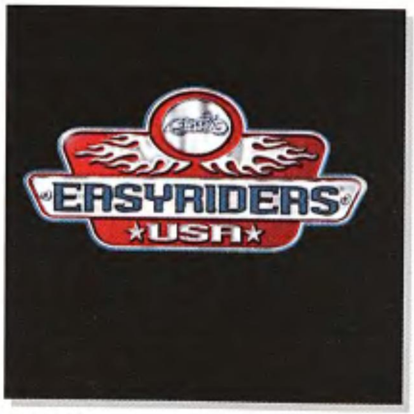
OUT OF MY WAY
8915 **Sizes MD, LG, XL, XX, XXX**

BRUSHED METAL
8319 **Sizes MD, LG, XL, XX, XXX**

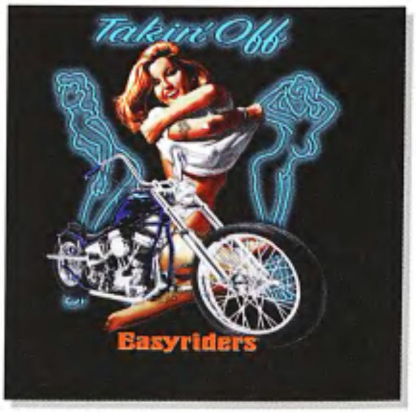
EASYRIDERS FLAG
8921 Sizes MD, LG, XL, XX, XXX



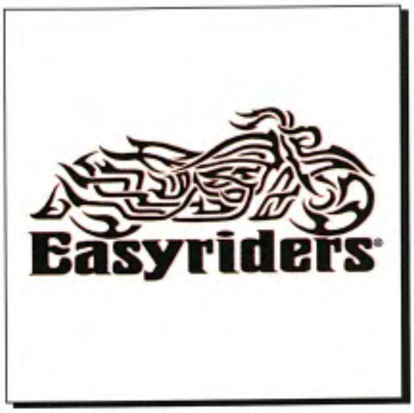
BIG LEAGUE
8917 Sizes MD, LG, XL, XX, XXX



EMBLEM
8914 **Sizes MD, LG, XL, XX, XXX**

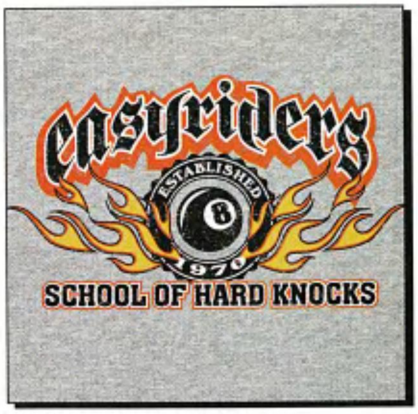


TAKIN' OFF
8913 **Sizes MD, LG, XL, XX, XXX**

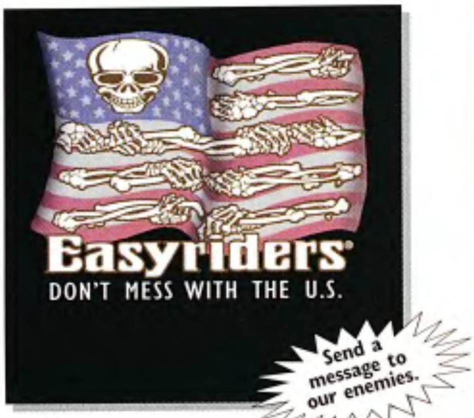


GOTHIC BIKE (white shirt)
8919 Sizes MD, LG, XL, XX, XXX

KNIGHT RIDER
8863 Sizes MD, LG, XL, XX, XXX



8 BALL (On Ash Shirt)
8280 Sizes MD, LG, XL, XX, XXX



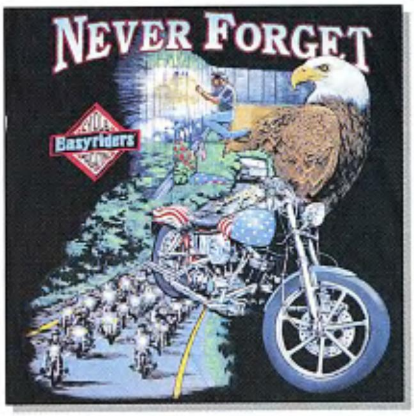
SKULL FLAG
8284 Sizes MD, LG, XL, XX, XXX

SNAKE BITE T-SHIRT
8205 Sizes MD, LG, XX, XXX

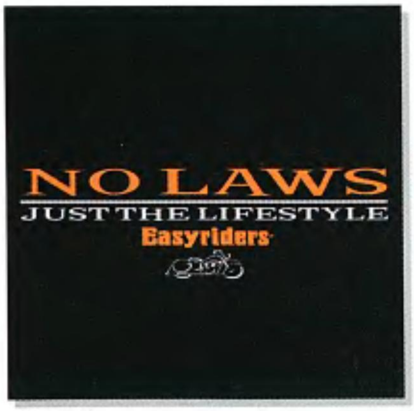
CHOPPERS RULE
8232 Sizes MD, LG, XL, XX, XXX

COLORADO CRUISIN
8866 Sizes MD, LG, XL, XX, XXX

RUN TO THE WALL
8865 Sizes MD, LG, XL, XX, XXX



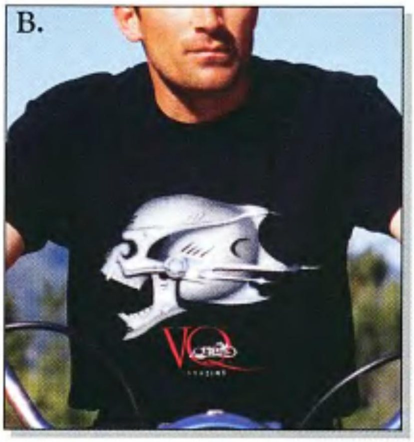
VIETNAM VET
8715 Sizes MD, LG, XL, XX, XXX



NO LAWS
8519 Sizes MD, LG, XL, XX, XXX

WHITE LINE BROS - Signature Series w/embroidered David Mann signature.
8585 Sizes MD, LG, XL, XX, XXX $24.95

JUMBO EAGLE
8720 Sizes MD, LG, XL, XX, XXX



A. EAGLE & SNAKE

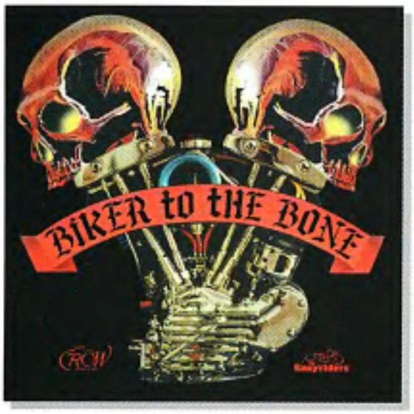
The lightning bolt image is on the front and back of this electric shirt.
8721 Sizes LG, XL, XX, XXX $22.95

B. VQ Skull

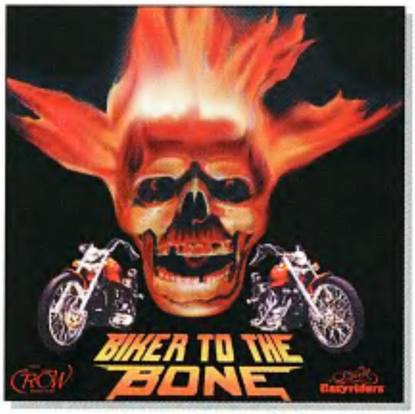
There is a lot more to this VQ t-shirt than meets the eye. It starts with a silk screened contemporary metal look design and below it a richly embroidered VQ bike logo, all on top of a 100% cotton shirt.
8790 Sizes MD, LG, XL, XX $24.95

UNLESS OTHERWISE NOTED, PRICING IS AS FOLLOWS:

MD, LG, XL T-shirts are $16.95 ea.
XX are $19.95 ea.
XXX (when available) are $22.95 ea.



BIKER TO THE BONE ENGINE
8891 Sizes MD, XX, XXX

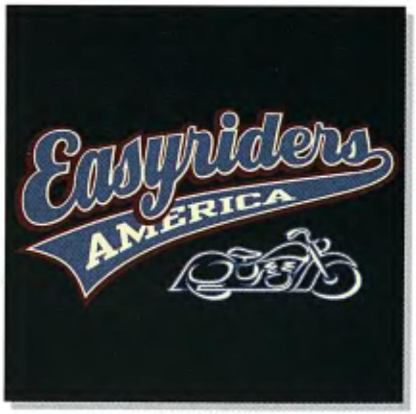


FLAMING BIKER TO THE BONE
8893 Sizes LG, XX

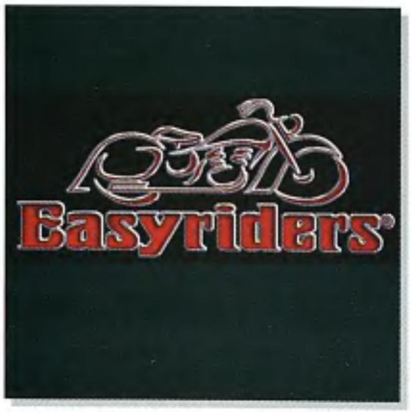
WOLF ENGINE
8894 Sizes MD, XX, XXX

BIKE & EAGLE BOLT
8895 Sizes MD, LG, XX, XXX

DREAM MACHINE
8896 Sizes MD, LG, XX, XXX



ALL AMERICAN EASYRIDERS
8897 Sizes MD, LG, XL, XX, XXX

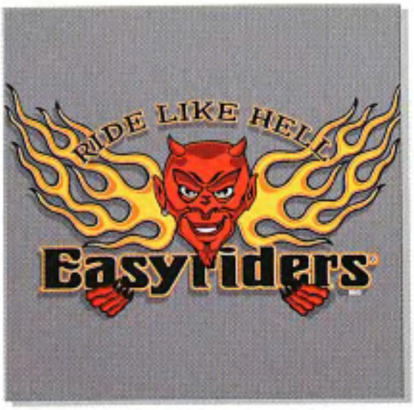


CHROME BIKE LOGO
8918 Sizes MD, LG, XL, XX, XXX

EASYRIDERS WANTED (On sand shirt)
8922 Sizes MD, LG, XL, XX, XXX

LIVE TO RIDE-AIRBORN
8924 Sizes MD, LG, XL, XX, XXX

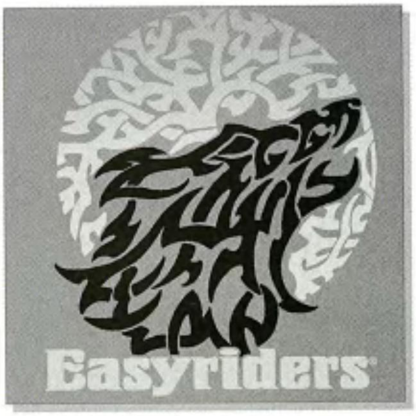
QUALITY BRAND (On white shirt)
8926 Sizes MD, LG, XL, XX, XXX



RIDE LIKE HELL (On gray shirt)
8923 Sizes MD, LG, XL, XX, XXX

CHROME SKULL
8925 Sizes MD, LG, XL, XX, XXX

PIN SKULL
8372 Sizes MD, LG, XL, XX, XXX

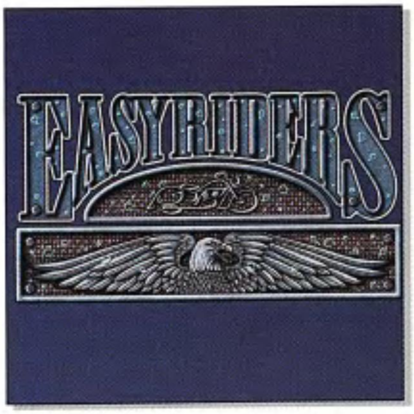


TRIBAL WOLF (On gray shirt)
8282 Sizes MD, LG, XL, XX, XXX

PURPLE WINGS
8719 Sizes MD, LG, XL, XX, XXX

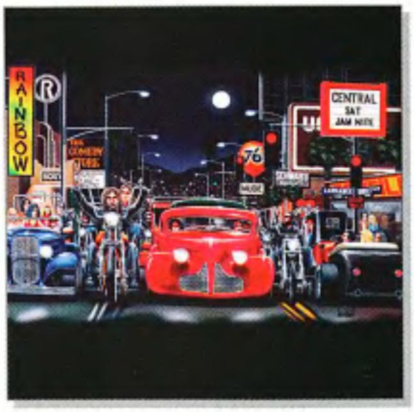
TWIN EAGLES
8941 Sizes MD, LG, XL, XX, XXX

WOLF EYES
8280 Sizes MD, LG, XL, XX, XXX



WET METAL (On slate blue shirt)
8514 Sizes MD, LG, XL, XX, XXX

DAVID MANN - LIGHTNING STRIKES
8823 Sizes MD, LG, XL, XX, XXX



DAVID MANN - SUNSET STRIP
8860 Sizes MD, LG, XL, XX, XXX

DAVIDMANN - RUN TO THE WALL
8865 Sizes MD, LG, XL, XX, XXX

A.

B.

C.

Easyriders Snaps

D.

Easyriders Zipper Pull

E.

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A. Suede Shirt Jacket

This suede shirt feels like butter on your skin. You don't see items like this outside a specialty leather store very often. We're proud to bring you this incredible shirt with beautiful detail stitching at the shoulders and the top slit pockets, plus a full lining inside.
7221 Sizes SM, MD, LG, XL $229.00

B. The Snap Vest

You're going to love this very fitted western style vest. It features five brass buttons and a very tailored shape. Available in two colors.
Black 4027 • White 4026
Sizes SM, MD, LG, XL $23.95

C. Ladies Lambskin Leather Shirt

This tapered back, super soft lambskin leather shirt, has dual front snap pockets and a snap-down collar. It's a shirt you'll never want to take off.
7200 Sizes SM, MD, LG, XL $169.00

D. Animal Print Glamour Vest

Styled after our ever-popular soft black leather glamour vest (on opposite page), this vest is made of rugged leather with a leopard-skin look.
5575 Sizes SM, MD, LG $69.00

E. Black Suede Western Shirt

With a western cut and beautiful soft black suede, satin feel lining, snap down collar, snap front and cuffs, you can't go wrong with this shirt. Wear it alone or with a cute fashion top under it.
7224 Sizes SM, MD, LG, XL $209.00

F.

G.

F. Ladies Embroidered Fringe Halters

These tops were inspired by the far east and then designed with the sexy look of the west. Made of soft suede, they're embellished with beautiful embroidery and fringe. One size fits most. Available in three colors.
212001 Olive • 212002 Honey Brown
212003 Black $19.95

G. Glamour Vest

Soft, lined, black leather vest has an adjustable back strap, four zipper pockets and a zipper front.
B5520 Sizes SM, MD, LG, XL
$109.00

H. Leather Halters

You're bound to turn some heads with these backless, body hugging halters. One size fits most.
Available in two styles.
212004 Two-tone Brown Gloss
212005 Python Brown
$19.95

I. Triangle Tops

Choose from your basic biker black, jungle cat animal print or ssssslinky snake design in a classic halter top design. Cut in the hot triangle design, these one-size-fits-all tops will keep you out of the Bermuda Triangle of boring clothes. Ties around the neck & back. One size fits most.

212010	Animal	$24.95
212011	Black	$24.95
212020	Snake	$24.95

H.

I.

A. Plunging V-Neck w/Studs

Add a little flash to your top. Here is a very sexy look with an added accent along the neck/in the form of chrome studs. It's available in two colors.
1143 Black • 1144 Red
Sizes: Sizes SM, MD, LG, XL $28.95

B. Ladies Turtleneck

Made from a form-fitting 100% cotton, this sexy yet elegant turtleneck will follow you from your daytime adventure into a nightime romance.
3840 Sizes SM, MD, LG, XL $19.95

C. Textured Top

Soft as an angel's wings, it's no wonder there's a silk screened angel design on the front of this long sleeved 100% cotton textured top.
3780 Sizes MD, LG, XL $24.95

D. Scoop Neck

Like a scoop of rich homemade ice cream, this top will make some mouths drool. The low front U snape is quite a compliment and the 100% cotton stretch fabric makes it feel great on your skin.
1045 Sizes SM, MD, LG, XL $24.95

E. Gray Open Shoulder Top

Fill in the blanks. This shirt has a scooped neck, cut-out shoulders, and an attractive southwest silk screened design, all combined on a 100% cotton shirt. All it needs to make it look great is you.
3850 Sizes SM, MD, LG, XL $19.95

F. Ladies Animal Print Cap

Pure animal attraction. This cap does more than keep the sun out of your eyes.
300365 $19.95

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Fax: (800) 523-8301 or
(818) 889-4726
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A.

B.

F.

C.

D.

E.

G. Satin Lace Tops

Sugar and spice and everything nice, that's what this style is made of. It's sophisticated and feminine and features a descreet embroidered logo. Available in three styles in sizes SM, MD, LG, XL.

Long Sleeve	1109 Ivory • 1110 Black	$23.95
Short Sleeve	1107 Ivory • 1108 Black	$21.95
Sleeveless	1105 Ivory • 1106 Black	$19.95

H. Thermal Henley with Bike

Made of 90% cotton and 10% lycra, this ladies top would make Shakespeare fall in love. It has built-in support in just the right places. It was designed to compliment a woman's body.
3776 Black • 3777 White
Sizes SM, MD, LG, XL $29.95

I. V-Neck Shirt

Short sleeves and a comfortable V-neck design make this an instant favorite. Available in three colors.
4106 Sea Foam • 4107 Raspberry
4105 Black
Sizes SM, MD, LG, XL $19.95

J. Ribbon Lace Tops

Soft, sweet and romantic, would be the best way to describe these ladies tops.It is made from lightweight cotton with delicate ribbon lacing at the bustline adding a romantic flair and sexy look. Available in two colors and two styles.
Sizes SM, MD, LG, XL
Long Sleeve - 1103 Ivory •1100 Black $23.95
Tank - 1104 Ivory • 1102 Black $19.95

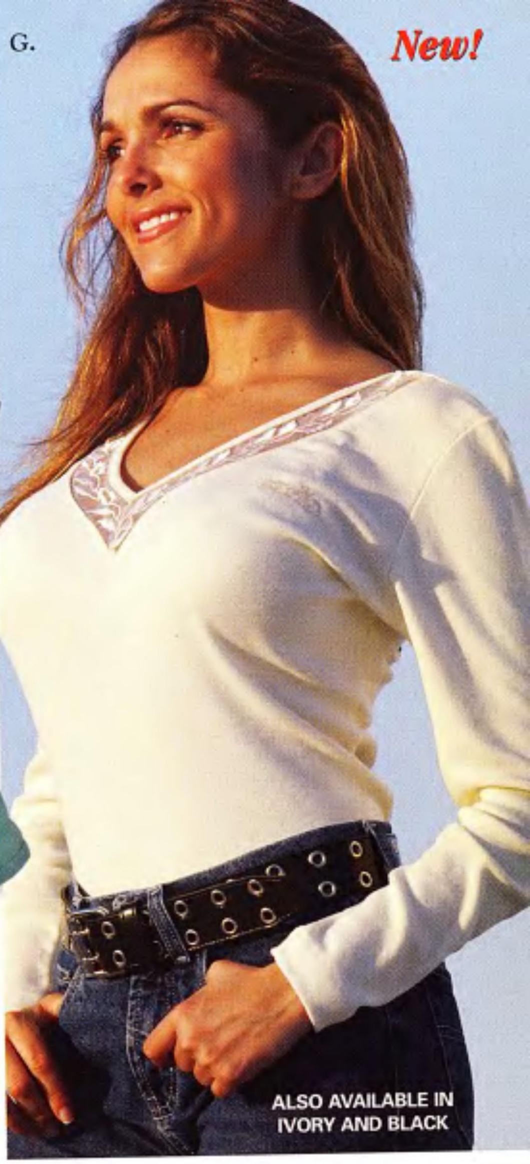
K. Hook and Eye Thermal

You'll be hooked on this new Ladies thermal. Though it's cut from 100% cotton and 14 oz. heavyweight jersey, it's light and comfortable close to your skin.
4010 White • 4015 Black
4014 Red • 4016 Natural
Sizes SM, MD, LG, XL $39.95

H.

I.

G.



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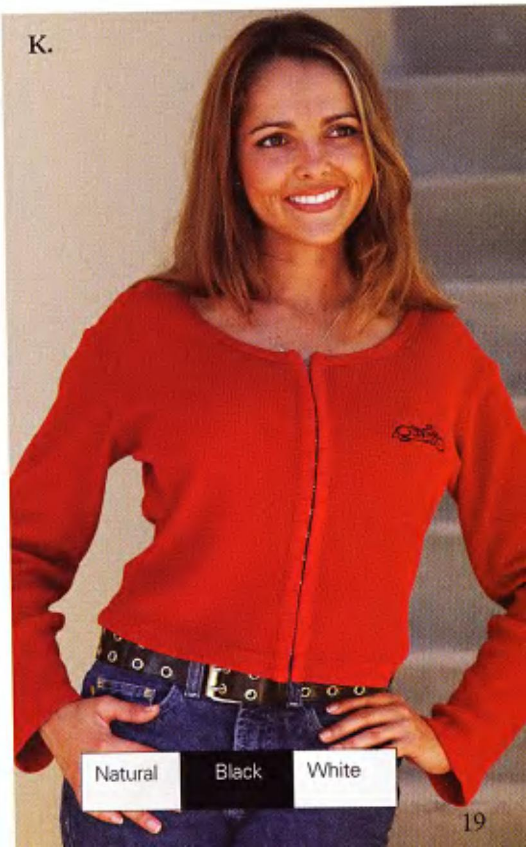

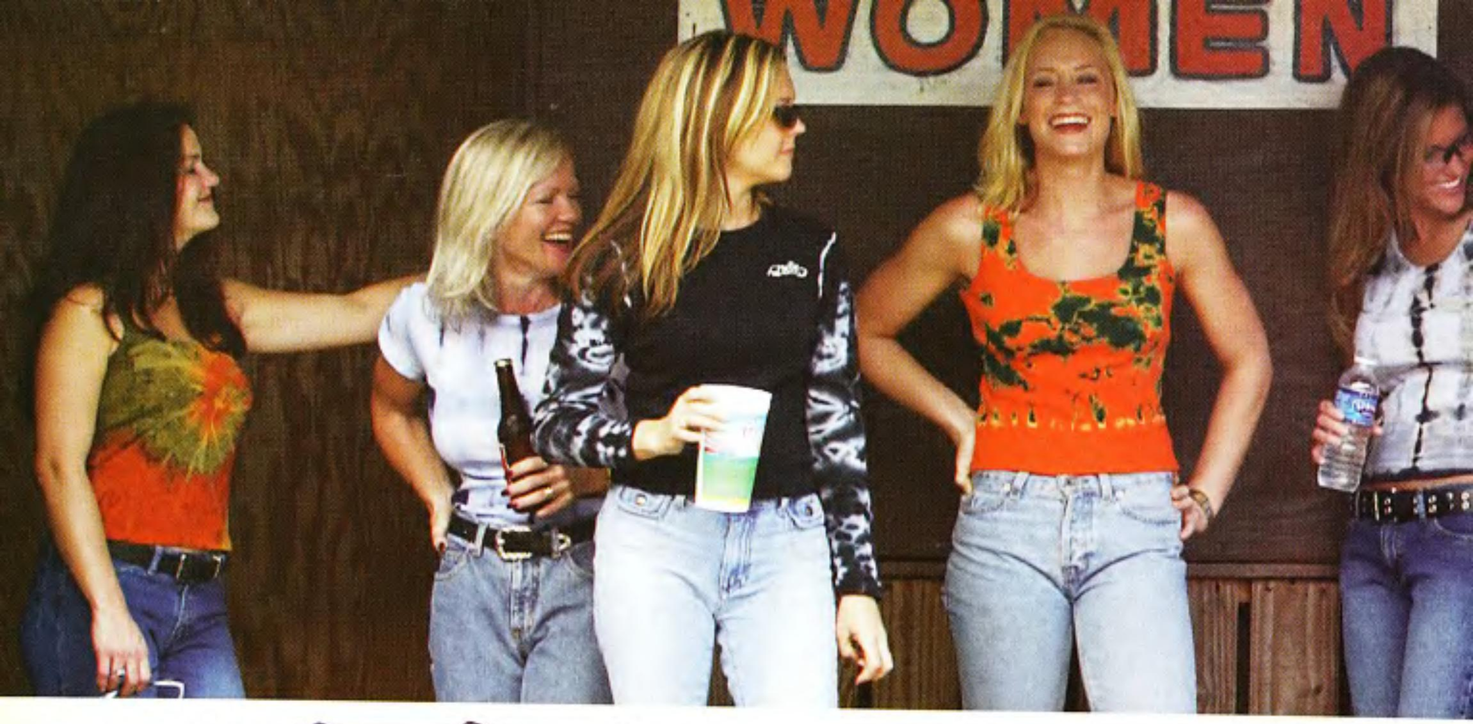

A.

B.

C.

D.

A. Long Sleeve Tie Dye

Wear a work of art. These hand dyed shirts are made of prewashed 100% cotton. Available in three colors, each one is a unique creation and they are.
4048 Green • 4047 Black
4046 Blue (Small only)
Sizes SM, MD, LG, XL $29.95

B. Short Sleeve Tie Dye Shirt

Once again a unique and retro look at a short sleeve T-shirt. Made from 100% cotton, it is dyed in light and dark blues with a touch of gray. Each is a one of a kind, just like you.
4045 Sizes SM, MD, LG, XL $29.95

C. Tie Dyed Tank Top

Hand dyed to make each one unique, this top is made of soft 100% cotton for comfort and wear. Dominate colors are Orange and Green.
4044 Sizes SM, MD, LG, XL $29.95

D. Beaded Stap Ladies Tank

This southwestern inspired tank features colorful beaded straps that can be removed for washing. The matching embroidered logo adds additional flair.
1145 Sizes SM, MD, LG, XL $26.95

E.

E. Ribbed Tank Tops

These same hand dyed one of a kind designs have a 100% cotton ribbed tank top. The ribbing hugs all your curves and adds just a little something whether you need it or not. Available in two colors.
4042 Gray/Navy • 4043 Green/White
Sizes SM, MD, LG, XL $29.95

F. Tie Dyed Spaghetti Tanks

The delicate spaghetti straps hold up a hand colored tie dye design. Each one is just a little different from the other and made of 100% cotton with a subtle Easyriders bike logo. These tops give new meaning to LSD, Little Sexy Divas!

4040 Olive/Yellow/Orange
4041 Blue/Yellow
Sizes SM, MD, LG, XL $24.95

G. Lycra Drawstring Top

This sweet little number was inspired south of the border and will look great all the way to the moon. It is made of 100% cotton/lycra and feels very sexy on your skin. You can pull the cap sleeves off your shoulder and adjust the drawstring to fit your figure just right.

Black 3957 • Red 3958
Sizes SM, MD, LG, XL $34.95

H. Black Lace-Up Bustier

Made of 90% cotton and 10% lycra, this ladies top would make Shakespeare fall in love. It has built-in support in just the right places. It was designed to complement a woman's body.

3857 Sizes SM, MD, LG, XL
$29.95

I. Leather Side Lace-Up Tank

This leather trim tank is straight out of Santa Fe. It features colorful front print with rawhide lace-up sides and 100% cotton fabric. It's just the thing for riding off into the sunset. Available in two colors.

1157 Natural • 1156 Black
Sizes SM, MD, LG, XL $23.95

F.

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I.

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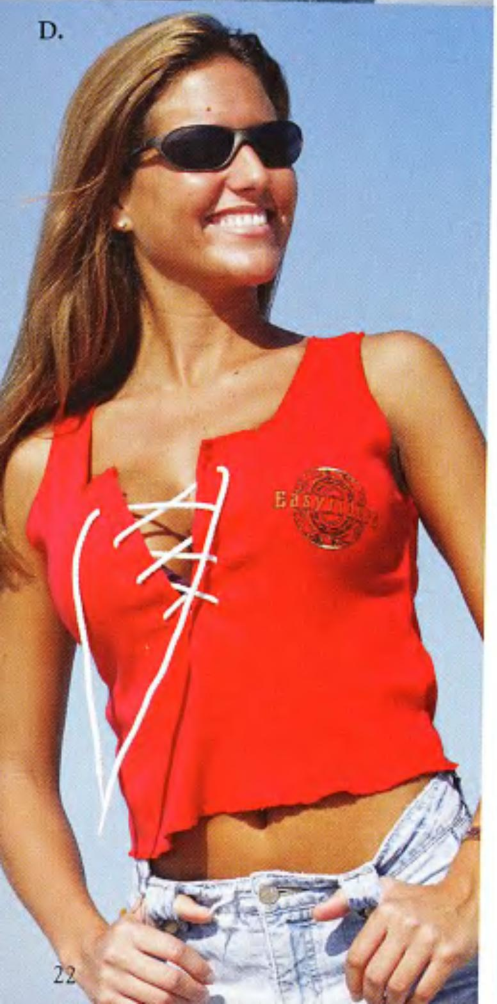


A. Scroll Lace Tank

Pretty isn't it? This 100% ribbed cotton is as comfortable as it is attractive. The scroll lace and the one on tone embroidery draw attention while not giving too much time away. It also features a unique handkerchief bottom and is available in black or white.
1164 Black • 1167 White
Sizes SM, MD, LG, XL $19.95

B. Flaming Heart or Gothic Heart

These sweet little tank tops with a touch of fire in their design are sure to get some hearts flaming. They are made of 7 oz. ribbed 100% cotton and have been screened with very passionate *Easyriders* designs.
4030 Gothic Heart (top)
4031 Flaming Heart (bottom)
Sizes SM, MD, LG, XL $24.95

C. Button Up Halter

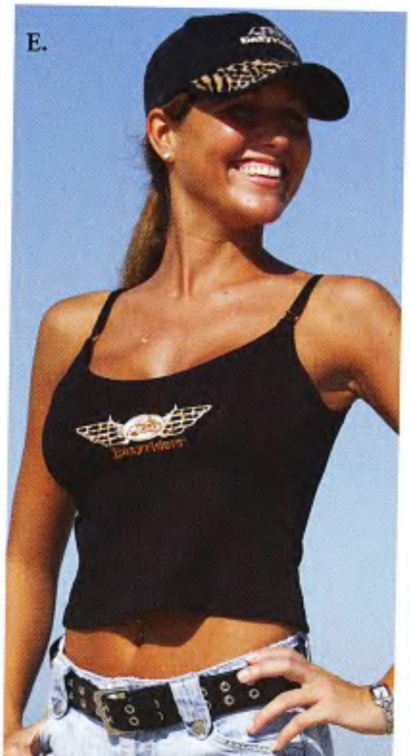
Well, if it worked for Marilyn Monroe it can work for you. This is one of the most flattering looks in ladies tops. The added bare back with ties makes it feel like a custom fit.
3963 Black • 3964 White
Sizes SM, MD, LG, XL $24.95

D. Lace-Up Tank

Features a lightweight 100% pre-shrunk cotton top with exposed stitching. (Oh yeah, it has a sexy lace-up front.) Available in three colors.
4012 Red • 4011 Natural • 4013 Teal
Sizes SM, MD, LG, XL $19.95

E. Animal Crop Tank Top

This soft cotton top covers the bare necessities but shows lots of skin. Great for showing off that new belly button ring or your best tattoo. Features a unique animal pattern embroidered logo.
4032 Sizes SM, MD, LG, XL $24.95



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F.

F. Lace Front Thong Bodysuit

This could be your most versatile top ever. It can be worn tucked into a pair of jeans as a sexy top, layered under another shirt (for a more conservative look) or wear it as a piece of romantically intimate apparel. It is made of soft, light ribbed cotton with a satin ribbon lacing through an ornate lace applique.
1101 Sizes SM, MD, LG, XL
$28.95

G. Tie Back Halter Top

This simple halter top just lays quietly on your body, so quietly you hardly know it's there. But believe us, others will know. It is made of polyester and Spandex which will keep it looking good through many washings.
4077 Red • 4076 White • 4075 Black
Sizes SM, MD, LG, XL $24.95

H. V-Back Tops

Simple and understated, these polyester and Spandex tops can move from the motorcycle to the boardroom with ease. It won't matter if you wear them with a dressy long skirt under a suit jacket or alone with a pair of jeans. The black one is made of crinkled material so you never have to worry when you pack it. These are classy and just a bit sexy as well. Available in three colors.
4051 Black • 4050 Silver • 4052 Animal
Sizes SM, MD, LG, XL $34.95

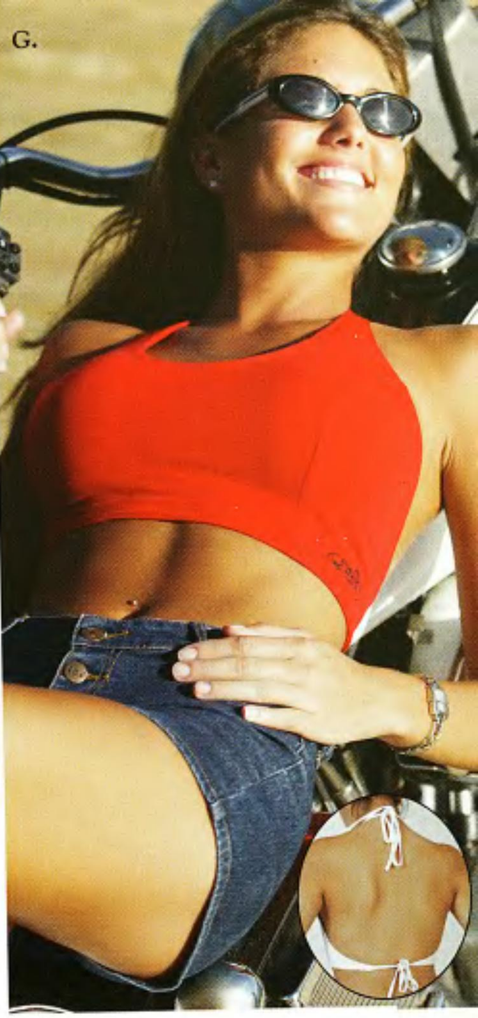
I. Stretch Denim Bustier

This top has a high tech denim fabric that molds to your body so you get the look of denim and the feel of Lycra.
1176 Sizes SM, MD, LG, XL
$36.95

J. Stretch Denim Shorts

Show off those great legs in these stretch denim shorts wwith a front zipper and single button closure. A perfect match with the Stretch Denim Bustier.
1778 Sizes SM, MD, LG, XL
$26.95

G.



I.

J.

H.

A.

Available in black & light blue denim

B.

A. Ladies Tie Front Top

Whatever the package, you can't find a better way to tie it up than with this light 100% cotton summer shirt. Available in two colors.
7165 Light Blue Denim • 7163 Black
Sizes SM, MD, LG, XL $29.95

B. Spaghetti/Bandanna Top

Tried and true Bandanna print sets the pattern for this ladies top. A great look with jeans!
4092 Red • 4090 Black • 4091 Navy
Sizes SM, MD, LG, XL $19.95

C. Spaghetti Top

This top gives new meaning to "hanging by a thread." It is made of cotton with elastic running through to give it that puckered look. It is a perfect top for a bright sunny day or a warm evening.
3960 Black • 3961 White • 3962 Red
Sizes SM, MD, LG, XL $16.95

D. Open Back V-Neck Top

This style has just popped into the fashion scene and once you wear it you'll know why. Its open back shows off one of the most sexy parts of a woman's body while the polyester/spandex material make it light and comfortable to wear. It will keep its shape wash to wash.
4081 Berry • 4080 Black
Sizes SM, MD, LG, XL $44.95

C.

D.

Available in black & berry

E. Suede Triangle Halter Top

Now here is a flashback that will keep the men looking back. It is made from black suede that has been embroidered in a subtle trim. Its thin ties at the neck and back make it sexy looking and easy to slip out of.
212008 One Size $24.95

F. Cotton Bando Top

This is a 100% cotton halter top with am embroidered trim to gve it that special little something.
212006 One size fits most. $18.95

G. Hawaiian Shirt

This top looks great and makes a great conversation piece. It's Hawaiian-motorcycle pattern is unique and is sure to set you apart from the crowd. Made from 100% cotton.
7321 Ivory • 7320 Black
Sizes SM, MD, LG, XL $39.95

H. Halter Top

This top is figure flattering and shows just the right amount of skin. Show off that summer tan or wear it out on a warm night. It is made of polyester and spandex and has an added embroidered tape trim.
4070 Sizes SM, MD, LG, XL $29.95

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I. Sweater Vest/Tank

The super low V neck points straight to the slick silver buttons down the front. It's as comfortable as they come. Made of soft 100% cotton knit fabric, there's no better way to show off to the rest than with this vest.
4025 Sizes SM, MD, LG, XL $29.95

I.

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A.

B.

BARGAINS

Your choice for $19.95 each.

A. Plaid Halter Top
This comfortable halter has every feature to enhance your figure. It is made of 100% cotton and it is machine washable. We think it's a wardrobe winner.
3950 Sizes SM, MD, LG, XL ~~$24.95~~

B. Sleeveless Plaid Shirt
In the 50's, clothing was made to hug a woman's figure and accentuate her curves. This style has been resurrected once again in this great blue plaid shirt. Step back in time and and do it in style.
9162 Sizes SM, MD, LG, XL ~~$29.95~~

C.

C. Empire Sheer Top
Sheer beauty! This shirt covers enough to wear anyplace and it reveals just enough to entice some mystery. It can be worn on or off the shoulder. Create some mystery of your own.
3956 Sizes SM, MD, LG, XL ~~$49.95~~

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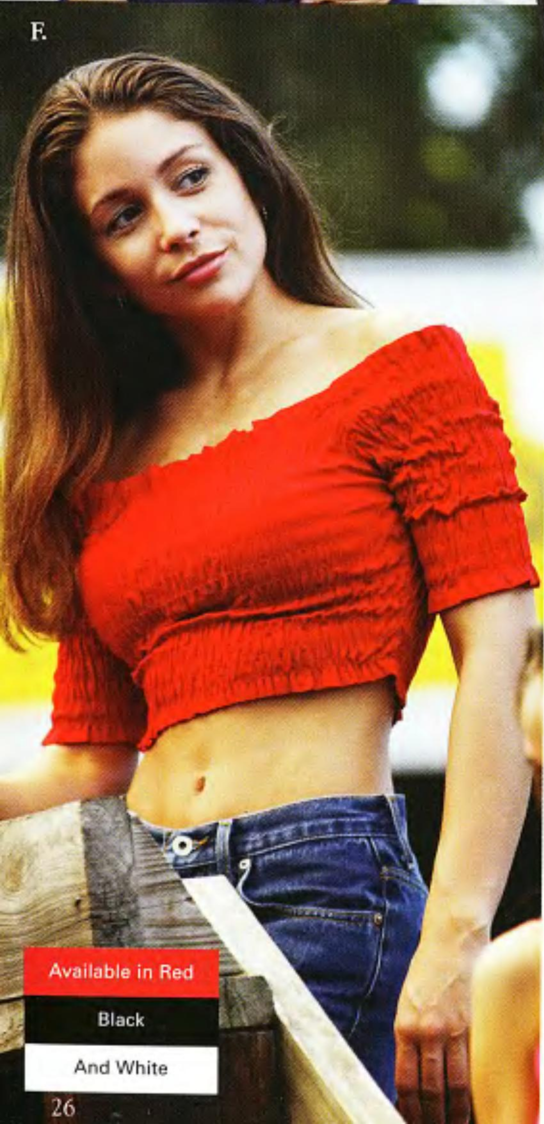

D. Ladies Belly Button Tank
Made from pre-shrunk cotton, this tank has sexy over-the-shoulder straps and a V-neck. It also has five buttons showing down the front... six if you count yours.
4020 Black • 4022 Purple • 4021 Teal
Sizes SM, MD, LG, XL ~~$24.95~~

E. Sleeveless Shirt
These sleeveless shirts have a subtle embroidered eyelet floral design and feature a flattering collar, sleek tapered design and 100% cotton fabric. It is available in two colors.
9163 Black • 9164 White
Sizes SM, MD, LG, XL ~~$34.95~~

F. Shoulderless Top
This shirt fits right off the edge of your shoulder for a sexy look with full coverage. It is made of cotton with elastic running through to give it that puckered look, and who knows what that might lead to. Available in three colors.
3965 Black • 3966 White • 3967 Red
Sizes SM, MD, LG, XL

~~$24.95~~

D.

G. Flame Caps

Fire it up with one of these cotton twill caps in a six panel pro-style pattern with an adjustable self-fabric velcro strap in back. Available in three colors (shown left to right).

300401	Red/Orange/Gold	
300400	Black/Orange/Gold	
300402	Red/Red/Black	$19.95

H. White Skull w/Celtic Flame Cap

This hat features a white embroidered flanked on each side by black embroidered Celtic flames and the words Easyriders in orange. It is a six panel hat and it has an adjustable snap/buckle back.

300411 $19.95

I. Embossed Denim and Suede Cap

Another great hat made with 100% cotton denim, a suede brim and an adjustable metal closure. Made in the U.S.A.

300376 $19.95

J. Metal Stud & Suede Cap

This hat is made of 80% Acrylic and 20% Wool and features a metal oval logo. It has additional embroidery on the back (see inset) and an adjustable snap/buckle back.

300403 $19.95

K. Tribal Skull Six Panel Cap

This hat features a golden embroidered tribal style skull and has an adjustable snap/buckle back.

300412 $15.95

L. Goggles

Features an adjustable elastic strap with the Easyriders bike logo and a soft drawstring case.

Smoke, 321026
Clear, 321027 $24.95

M. White Logo Embroidered Cap

This richly embroidered six panel cap has an adjustable velcro closure and is made of 100% cotton. It also has an adjustable snap/buckle back.

300409 $19.95

K.

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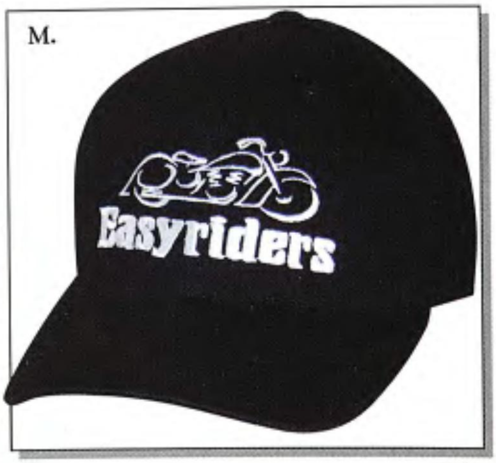
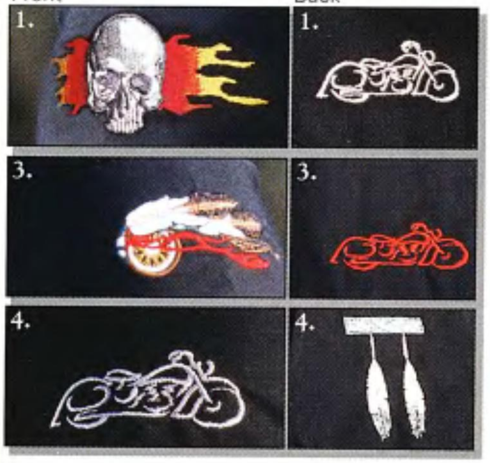
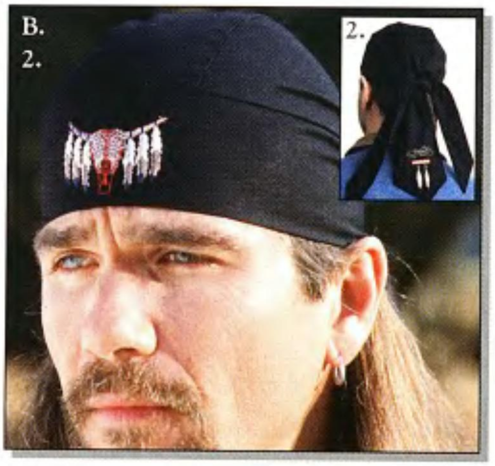
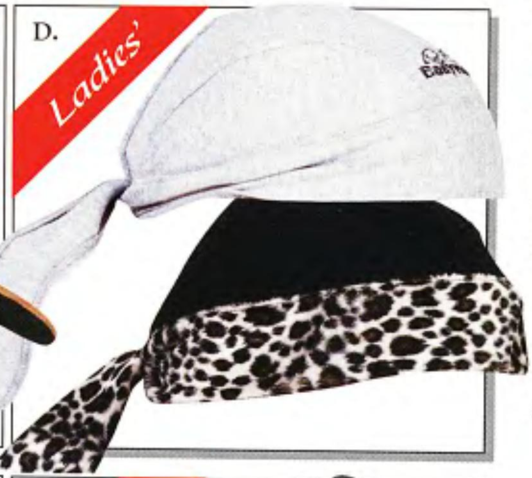


Front Back







A. Flame Knit Beanie

On or off the bike, these flame beanies will keep the heat from leaving your body. Yeah, you'll be warm and look cool at the same time. Available in three colors, shown left to right.

300130 Yellow/Black/Red
300131 Red/Black/Orange
300132 Orange/Black/Yellow $19.95

B. Mens Head Wraps

Wrap your head in these classic biker wraps and keep your hair where you want it. Besides looking way cool, they serve a purpose. So stay ahead of the pack with your choice of four styles.

1. Skull & Flame	300383	$19.95
2. Southwest	300371	$19.95
3. Wheel	300370	$19.95
4. Bike Logo	300372	$19.95

C. Crazy Horse Leather Hat

This hat will become as comfortable as a pitchers favorite glove. It is made of Sanded canvas and has an oiled base leather brim. Made in the U.S.A.
300349 $19.95

D. Easyriders Ladies Headwraps

Maybe there is some help for helmet hair! For those who don't wear a helmet, these headwraps can help avoid the big knot at the end of the ride. Whatever your reason for wearing it, here are two stylish choices. They are made of 100% cotton and are machine washable.

300374 Gray
300375 Animal Print $19.95

E. Fitted Baseball Cap w/Skull & Flame

You'll love the fit on this hat with a six panel cotton twill blend, custom embroidered flame, skull on the front and the *Easyriders* bike logo on the back. Made in the U.S.A.

300377 Sizes SM/MD
300378 Sizes LG/XL $24.95

F. Ladies Animal Print Cap

Pure animal attraction. This cap does more than keep the sun out of your eyes.
300365 $19.95

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G1.

Easyriders Embossed Logo

G2.

G3.

G4.

H.

I.

J.

G. Mens & Ladies Gel Gloves

These gloves incorporate the latest in padded glove technology. Designed to provide greater riding comfort, the gel gloves have a padding that makes your grip soft and much less stressful on your muscles. Comfort, warmth, and grip are what these gloves are all about.

1, 2290 Fingerless Glove
Sizes XXS, XS, SM, MD, LG, XL, XX $29.95
2. 2287 Perforated Gel Glove
Sizes SM, MD, LG, XL $55.00
3. 2289 Gel Glove
Sizes XS, SM, MD, LG, XL, XX $55.00
4. 2288 Ladies Perforated Gel Glove
Sizes SM, MD, LG $55.00

H. Men's Deerskin Gauntlet Gloves With Thinsulate

You can run the gauntlet in safety and comfort with these gloves. The rugged good looks and extra protection are enhanced by the warmth of Thinsulate construction. Made in the U.S.A.

2285 Sizes SM, MD, LG, XL $75.00

I. Men's Deerskin Gloves With Thinsulate

These mens gloves with Thinsulate offer extra comfort during colder riding days and nights. The Thinsulate fibers trap more air and insulate better than other materials. Made in the U.S.A.

2280 Sizes MD, LG, XL $55.00

J. Men's Deerskin Gloves

When you slip on a pair of these Men's Deerskin Gloves, you'll enjoy the luxurious feel and comfort plus the advantage of proven durability. Made in the U.S.A.

2275 Sizes SM, MD, LG, XL $39.95

K. Beanie Cap

This comfortable canvas cap is has an old time rugged look and has a tight fit that's just right.

3064 Sizes SM/MD, LG/XL $19.95

L. Bull Denim Melton

You can wear it anyway you want to and still look good. The black heavy (bull) denim is light and durable. Made in the U.S.A.

3001 Sizes SM/MD, LG/XL $24.95

K.

L.

M.

N.

M. Skull & Flame Bucket Cap

This hat gives you a hip look and the comfort of 100% cotton twill at the same time. It has a 21/2" brim and a custom flame and skull embroidery. Made in the U.S.A.

300379 Sizes SM/MD
300380 Sizes LG/XL $24.95

N. Bucket Cap with Easyriders Logo in Leather

The bucket cap is even hipper in leather. Features an embroidered bike logo on the front with full grain cowhide.

300381 Sizes SM/MD
300382 Sizes LG/XL $44.95

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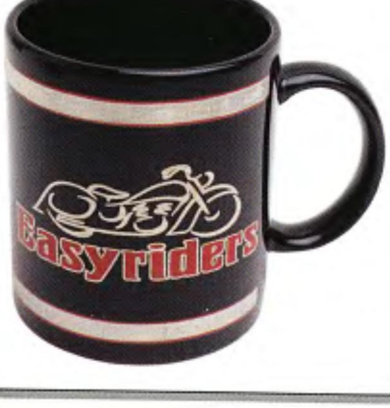

H.

A. Travel Sport Bag

This leather travel sport bag measures 23" x 11" x 12" and can really hold a bundle. It has a shoulder strap and handle with two zippered pockets and a double zippered center compartment.
700014 $119.00

B. Bi-Fold Wallet

These wallets are made from full-grain naturally tanned domestic hides that are drum dyed. They also feature the *Easyriders* bike logo. Colors may vary. Measures 41/2" x 31/2". Inside features plastic photo/card insert that holds 5 or 10 back to back, 4 credit card compartments, two more compartments and a larger pocket for paper money.
700062 Earth Tones $19.95

C. Zipper Biker Wallet with Chain

There's nothing like a chain to keep your wallet from wandering away from you. These wallets are made from full-grain naturally tanned domestic hides. The inside features a zipper compartment for change and a small ID or card compartment, as well as one for paper money while the outside has a zippered compartment. They are attractively drum dyed in Earth Tone hues. Colors may vary. Measures 6" long x 31/2" wide and has the *Easyriders* Bike Logo on the front.
700060 Earth Tones $19.95

D. Harley Parking Sign

Let it be known who parks in your driveway with these Harley signs.
Metal sign "Violators Will Be Shot"
150051 $29.95

E. Outback Water Bottle

This 22 oz. bottle allows the user to filter as they drink from any U.S. stream, lake or pond. Removes sediments, chlorine, lead, taste and oder. The patented filter consistently removes 99.99% of Giardia Lamblia and Cryptosporidium cysts, (that's the bad stuff) far exceeding EPA guidelines.There are no tubes, pumps or chemicals to mess with. Approximately 200 refills per filter. Easy-to-change replacement filters available. It also comes with a carrying case that easily clips to your belt.
700300 $39.00
700301 (Replacement filter) $14.95

F. Biker Wallet

Inside, this wallet has all the great features of the wallet above. It measures 6" long x 31/2" wide and has the *Easyriders* Bike Logo on the front.
700061 $24.95

G. *Easyriders* Bike Coffee Mug

Silk screened in red with real platinum silver.
600221 ~~$12.95~~ Now $8.95

H. Slant Mantel Clock

This handsome clock doesn't need a mantel to look good. It's a great way to keep track of time no matter where you put it. Measures 4"x4"x4" with a 3 1/2" dial. Made in the U.S.A.
290049 $29.95

I. Mens and Womens Logger Boots

Rugged as they come with full grain leather uppers, heavy-duty oil-resistant Vibram soles and hand-crafted with Goodyear Welt construction. Pass them down to your grandkids.

2524 Mens
Sizes 8, 8½, 9, 9½, 10, 10½, 11, 11½, 12 $149.00
2523 Womens
Sizes 5, 5½, 6, 6½, 7, 7½, 8, 8½, 9, 10 $149.00

J. Retractable Keychain

This heavy duty keychain has a heavy duty metal clip on the back to hang on your belt. The metal chain retracts into a polished nickel case with an *Easyriders* logo.

300159 $11.95

K. Mens & Ladies Belts

These belts are made from heavy duty cowhide and the mens belt is embossed with the *Easyriders logo*. An added feature on both belts is the decorative buckle which gives it a rich look.

2336 Ladies Belt	
Sizes 28, 30, 32, 34	$29.95
2351 Embossed Mens Belt	
Sizes 32, 34, 36, 40, 44	$39.95

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I.

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K.

Mens belt has Easyriders and bike logo.

Bolo Sunglasses

These hi-tech rimless sunglasses do away with conventional ear hangers. An adjustable nylon cord keeps the countoured lenses hugging your face.

321016 Clear $14.95
321015 Smoke $14.95

Easyriders Biker Shades

321082 Smoke	$ 8.95	321085 Yellow	$ 8.95
321083 Purple	$ 8.95	321086 Silver Mirror	$ 8.95
321084 Red	$ 8.95	(not shown)	

Cruiser

321071 Smoke Lenses $14.95
321072 Clear Lenses $14.95

Rimless Wrap

321081 Smoke Lenses $14.95

Bad Wrap

321073 Smoke Lenses $14.95

T-2 Wrap

321087 Smoke Lenses $8.95

Shades

321088 Smoke Lenses $14.95

Nylon Bolorama

Smoke, 321022 $11.95
Clear, 321023 $11.95

Extreme Wrap

Smoke, 321020 $14.95
Clear, 321021 $14.95

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- Food & Beer on Sale
- Barstool Races
- Tattoo Contest
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July 5, 6, & 7
Orange County Fairgrounds
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WILSON, NORTH CAROLINA
July 12, 13, & 14
Wilson County Fargrounds
(I-264 to Hwy 301 South)
PROSPECT, PENNSYLVANIA
July 26, 27, & 28
Butler Fairgrounds
(On Rt. 422, 8 miles west of Butler)
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FOWLERVILLE, MICHIGAN
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